

Repulse Bay Hotel.

CARNIVAL.

on Saturday, 10th April, 1926.

DINNER \$4.00 per head

(FANCY OR EVENING DRESS OPTIONAL)

Late Bus to the Peak Hotel 12.15 a.m.

Special Bus to the Hongkong Hotel 12.30 a.m.

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Orders now taken.

THE DESLYS CAKE.

A Chocolate Cake filled with delicious Chocolate Cream, beautifully decorated with small Cream Puffs.

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\$1.20

From 12 noon to 2.30

THE HONGKONG & SHANGHAI HOTELS, LTD

THE NAVY'S CHOICE

Coates' ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE

THE FIRE BRIGADE.

FIRES AT PEAK AND HONGKONG HOTEL.

Commission of Enquiry Suggested.

Some interesting comments on the organisation of the Fire Brigade are contained in the annual report of the Hongkong General Chamber of Commerce which will be issued to members on Monday, and of which we have been favoured with an advance proof.

At the instance of the Fire Insurance Association of Hongkong, the Chamber, on June 8, addressed certain questions to the Government with reference to a fire which occurred at No. 5, The Peak, on April 28. The Government replied on June 22, enclosing a report by the Superintendent of the Fire Brigade containing answers to the Chamber's questions, and the enquiries and replies may be conveniently set forth as follows:

Question 1.—In view of the absence of fire fighting appliances, particularly chemical fire extinguishers and portable scaling ladders, at the scene of the fire, will the Government state what appliances are kept on the Peak? And whether it will consider keeping a supply of portable chemical extinguishers—in fire trucks—at the "Peak Tram" Police Station and the "Mount Gough" Station?

Answer.—Fire fighting appliances kept on the Peak are 5 Despatch Boxes, each containing 3 to 5 lengths (e.g. 300 to 500 ft.) of hose, branch pipe and stand-pipe for getting to work from hydrants.

They are allocated:—1 at Government House (Mountain Lodge, Peak); 1 at No. 6 Police Station; 1 at Mountain View; 1 at Gough Hill Police Station; 1 at Victoria Hospital.

Chemical Extinctors in fire trucks could be kept as suggested, but a permanent Sub-Fire Station with small, adaptable, and up-to-date appliances and a few trained firemen, as suggested in a former report, is to be preferred.

The Government informed the Chamber in a covering letter that it is proposed to keep chemical extinctors in fire trucks.

Question 2.—Why was only one fire engine sent to the Peak in the early stages of the fire, with a mere handful of men? It is presumed that the presence of the East Surrey Regiment at the fire was not known to Brigade Headquarters?

Answer.—This is incorrect. Two motor fire engines (in accordance with Brigade Organisation instituted here since September, 1922), were immediately despatched to the fire on the receipt of call. The fact that one machine (the first to arrive) is a speedier and later type, and better geared for climbing hills than the other, accounts for its arriving at the fire some few minutes earlier. The "mere handful" of men were: 14 with the 1st appliance (excluding driver), 7 with the 2nd appliance (excluding driver).

I might state that in England, in fact, a full crew for the 1st appliance would have been 4 men, including driver, and for the 2nd appliance, 5 men including driver and officer. Thus the comparison is in favour of Hongkong in this respect. The presence of the officers and men of the East Surrey Regiment at the fire was not known to the Brigade until the Brigade arrived at the fire.

Question 3.—When the alarm was given, it is understood that the entire Brigade was practising in front of the Hongkong Club.

When these practices are being held it is presumed that suitable arrangements are made for communication between the Brigade and its Headquarters?

Answer.—No. The "entire" Brigade would include Kowloon fire appliances as well.

The appliances taken for practice in front of the Hongkong Club belong to Hongkong side only and at the most number only 1. On this occasion only 3 appliances were available for drill. Of this number 2 were actually at the Hongkong Club at the time the call was received (e.g. No. 3 machine from Wanchai and No. 4 from Kennedy Town).

No. 6 Appliance (the first machine that arrived at the fire) was about to leave Headquarters at the moment the call was received and, in proceeding to the fire passed the Hongkong Club and ordered No. 3 machine on. No. 4 machine returned and "stood by," but a few minutes later, (on receipt of a Brigade message from the fire) was also ordered on. Thus all available help was sent.

The Chamber also stated that it has frequently been proved that unsupervised native labour is of comparatively little value, and this applies with equal force to the Fire Brigade. It was therefore asked whether the Government would consider the desirability of employing more Europeans in the Brigade in order to obtain better supervision and control. The Government replied that it is not proposed to employ European firemen, but some increase in the number of European officers may be necessary as substations are opened. The Government also pointed out that owing to the configuration of the Peak it will always be difficult for the Fire Brigade to arrive at the scene of a fire as soon after the alarm is given as is possible in more accessible districts, and it is therefore most desirable that persons residing on the Peak should protect themselves in the manner customary in country districts in England by having chemical extinctors on the premises.

Hongkong Hotel Fire.

On January 1, 1926, a large portion of the Hongkong Hotel was destroyed by fire. The Chamber on February 6 received the following letter from Messrs. Lowe, Bingham and Matthews, Secretaries of the Fire Insurance Association of Hongkong, regarding the facilities available for dealing with the outbreak:—

We have been instructed by our Committee to place before you for consideration the following points in connection with the above fire, which we feel should be brought to the early attention of the Government.

(1) Fire Brigade:—So far as the actual "Gear" is concerned we understand that it is considered to be sufficient for the present requirements of the Colony. It is distributed over the following Stations:—Hongkong:—Central Station, Kennedy Town, Wanchai; Kowloon:—Central Station, Mongkoktsui.

There are in addition two Fire Floats, and we learn that a third, and more powerful one, is now approaching completion.

(2) Personnel:—Is it not a fact that the control and care of the above mentioned Station, together with Fire Floats, rests in the hands of a permanent staff consisting of three Europeans and approximately 200 Chinese?

If so, it would appear that the European staff of the Fire Brigade is totally inadequate and our reasons for making this statement are as follows:—

(a) At the fire in question, the most noticeable feature (apart from the inadequacy of the water

supply at the commencement) was the lack of fire control resulting from the insufficiency of trained European firemen to see that the orders given by Superintendent Brooks were effectively carried out.

Orders were given by onlookers who had no connection with either the Brigade or the Police Force and this serious defect would not have arisen had a larger number of European firemen been available to control the situation.

Please understand that the foregoing is in no way intended to belittle the efforts of the Fire Brigade, as at present constituted on the 1st January last. Working as they were under heavy disabilities the result achieved is worthy of the highest praise.

(b) We understand that the magnitude of the Hotel fire necessitated the bringing over to Hongkong of the only European in charge on the Kowloon side, as well as practically the whole of the available Chinese firemen, thereby leaving the Kowloon territories almost entirely unprotected for the period of several hours.

(c) In view of the area of the territory for which the Brigade is responsible, and, particularly so, as it is to all intents and purposes split into two separate divisions by the Harbour.

(d) The possibilities of a serious conflagration in the heart of the city, as illustrated by the fire in question, or among the wharves and godowns on the Kowloon side or at West Point.

Has there been a strong wind blowing at the time, it is highly probable, in our opinion, that the fire would have assumed even more serious proportions.

(3) Distribution of Personnel:—The present European staff is, we understand, distributed as follows:—Hongkong Central Station:—Superintendent Brooks and Acting Station Officer, Condon, (Seconded from the Police); Kowloon Central Station:—Station Officer Saunders.

If this is so, it will be seen that the undermentioned are without any permanent European Station Officers:—Hongkong:—Kennedy Town, Wanchai; Kowloon:—Mongkoktsui; Harbour:—Two Fire Floats (at present).

In addition to the above, we understand that the Captain Superintendent of Police holds the title of Chief Officer of the Brigade, but in view of the fact that he was not in fire uniform at the Hotel fire, we take this to be merely a nominal post and that he cannot be looked upon as one of the effective European members.

(4) Duties of Mr. Brooks:—Is it not a fact that the Superintendent in charge of the Brigade has many duties to perform, such as the inspection of fire installations, etc., which necessitate his frequent absence from Headquarters? If this is so, it seems obvious that in addition to further European firemen, an assistant to Mr. Brooks, who can take charge of the Brigade in his absence, is urgently required.

(5) Native Staff:—Is it not a fact that the rank and file of the Chinese staff is constantly changing, owing to the poorness of the terms of service, thereby impairing the efficiency of the Brigade?

(6) Water Supply:—Is the Government satisfied that the normal pressure of water in the mains is sufficient in view of the increasing number of high buildings erected and in process of erection in the City?

(7) Fire Insurance Association of Hongkong:—Would it not be possible for the Police and Fire Brigade to co-operate more closely and consult with this Association on occasion arises? Many of the

EUROPEAN OUTLOOK.

DISARMAMENT TALK A "HOLLOW MOCKERY."

American Observation.

New York, March 19. Ambassador Houghton since he arrived from London has been conferring with President Coolidge, Mr. Kellogg and Mr. Gibson, the American Ambassador to France, as regards the condition of Europe, while nothing has been officially disclosed about the conversations, correspondents at Washington declared that the two diplomats painted a gloomy picture of the impotence of the League of Nations, and of Europe drifting back to the pre-war system of a balance of power.

The correspondents hint at a reversion to the policy of aloofness on the part of the United States, beginning with the disarmament conference, in which President Coolidge was previously so deeply and sympathetically interested, but which now is hanging in the balance owing to an impression conveyed by the diplomats that the preliminary arms conference at Geneva, if it ever meets, will be a hollow mockery, since the European Powers do not desire an agreement—*Reuter's American Service.*

Discussions Apparent.

London, March 19. The Times Washington correspondent, referring to the conversations of President Coolidge and Messrs. Kellogg, Houghton and Gibson, says the desire of the United States to approach the arms conference by way first of a naval conference, which Great Britain sympathetically supports, is irreconcilably opposed by France, Italy, and Japan, which desire simultaneous discussion of the land and sea forces.

Mr. Houghton advises his Government that the French argument is advanced as a screen behind which a growth of the balance of power in favour of France can proceed with the minimum interference.

Mr. Houghton's view of Great Britain is of a government unable to pursue the vigorous policy desired by public opinion because it seeks French co-operation in the Near East and elsewhere; and he concludes the French Government must be prepared for a change of the American attitude on the subject of a debt settlement.—*Reuter.*

members of the Committee have had long experience of fires and, more particularly, fire protection, and the benefit of such experience would be gladly given if any useful purposes could be served thereby.

In conclusion, we are instructed to add that our Committee request your Chamber to strongly urge the Government's consideration of the very obvious necessity for an immediate increase in the permanent European personnel of the Fire Brigade.

The Chamber has approached the Government with the suggestion that a Commission of Inquiry into the local Fire Brigade organisation be appointed.

Before You Advertise

COUNT THE "TELEGRAPHS"

On The Peak Tram.

COMPANY REPORT.

The Hongkong & Whampoa Dock Co., Ltd.

The report and balance sheet for the year ending 31st December 1925, to be presented to the shareholders of the Dock Company at the ordinary yearly meeting to be held in the Company's town office, Queen's Buildings, on Monday, March 29, at noon, states:—

The result of the past year's working shows a loss of \$468,259.03. In view of this it was considered advisable by your Board to transfer from Reserve Fund the sum of \$600,000.00. To this has to be added the amount carried forward from last year \$20,568.53.

Deducting therefrom the loss for the past year \$468,259.03 leaves to be carried forward to next year the sum of \$52,309.50.

Directors.—In accordance with Article No. 90 of the Company's Articles of Association, Hon. Sir Paul Chater and Mr. T. G. Weall retire by rotation, and offer themselves for re-election. Mr. B. D. F. Boith retired from the Board on leaving the Colony, and Mr. D. G. M. Bernard was invited to join the Board, which appointment requires confirmation at this meeting.

Mr. D. G. M. Bernard has been appointed Chairman for the year 1926.

Auditors.—The Accounts have been audited by Messrs. Lowe, Bingham & Matthews and Messrs. Percy Smith, Seth & Fleming who retire and offer themselves for re-election.

PEKING TRAGEDY.

EFFECT OF SHOOTING OF STUDENTS.

Excitement Prevails.

Peking, March 18. In the incident when guards fired on students demonstrating outside the Cabinet office, those killed included a coolie who was passing.

Altogether twenty wounded reached the Peking Union Medical College hospital, of whom two have since died.

Order has been restored, but the greatest excitement prevails. The shops in the vicinity are closed, and trams are not running.

Li Ming-chung, the commandant of the Peking garrison, soon after the firing hastened to the scene, thence to the Premier, who was unable to explain who gave the order to fire. Li Ming-chung then called on Tuan Chi-jui, with whom he is still discussing the matter.—*Reuter.*

[A message published yesterday stated that a thousand students demonstrated outside the Cabinet office, protesting against the Foreign Office reply to the Powers. The guards fired, killing 17 and wounding 16 of the demonstrators.]

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daily regularity is of the first importance. If troubled with sick headache, constipation, bile or liverishness, take a little dose of Pinkettes to-night; you'll feel better in the morning.

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also purify the breath, clear the skin, relieve Piles.

Your chemists sell Pinkettes, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangsee Road, Shanghai.

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and keeps you well that is the object of SCOTT'S Emulsion which builds, nourishes and strengthens. Your doctor knows this. Ask for

SCOTT'S Emulsion
The protector of life

SALESMAN SAM.



Wise Cracker Sam



By Swan



Pretty picture of the Fanling Hunt, showing H.R.H. Prince George, in centre of photo, facing camera. (Photo: Mee Cheung.)



Stoker Naegelin, of the French cruiser Jules Michelet, who is, at the Theatre Royal to-night, meeting Kid Alfred, of Manila, in a 15-round contest. Naegelin is the fly-weight champion of the French Navy.

Tennis Shirts

White Oxford Mat
Wash and Wear well ... \$6.50
White Lustre Poplin
Light and Strong ... \$7.50
Light Weight Flannel
Guaranteed unshrinkable ... \$7.50

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G. FALCONER & Co. (HONGKONG), Ltd.

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WATCH AND CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

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British Admiralty Charts	Heath Sextants, Night Glasses etc.,
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ALL SOCIAL EVENTS

CAFE WISEMAN'S Catering Service is a
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a large or small gathering, formally or inform-
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placed in our hands.

Our service will be explained in detail, and
estimates gladly given on request.

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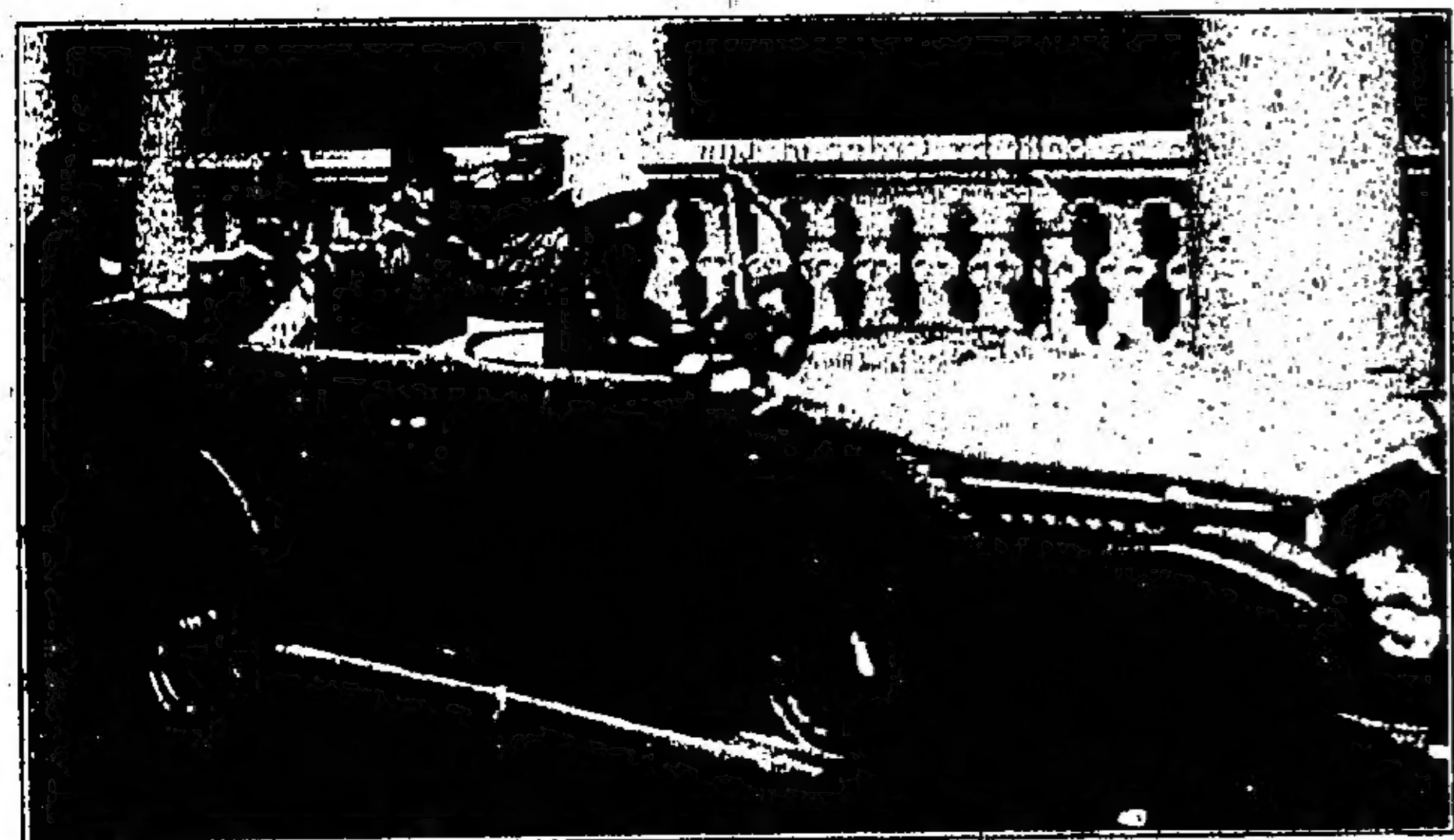
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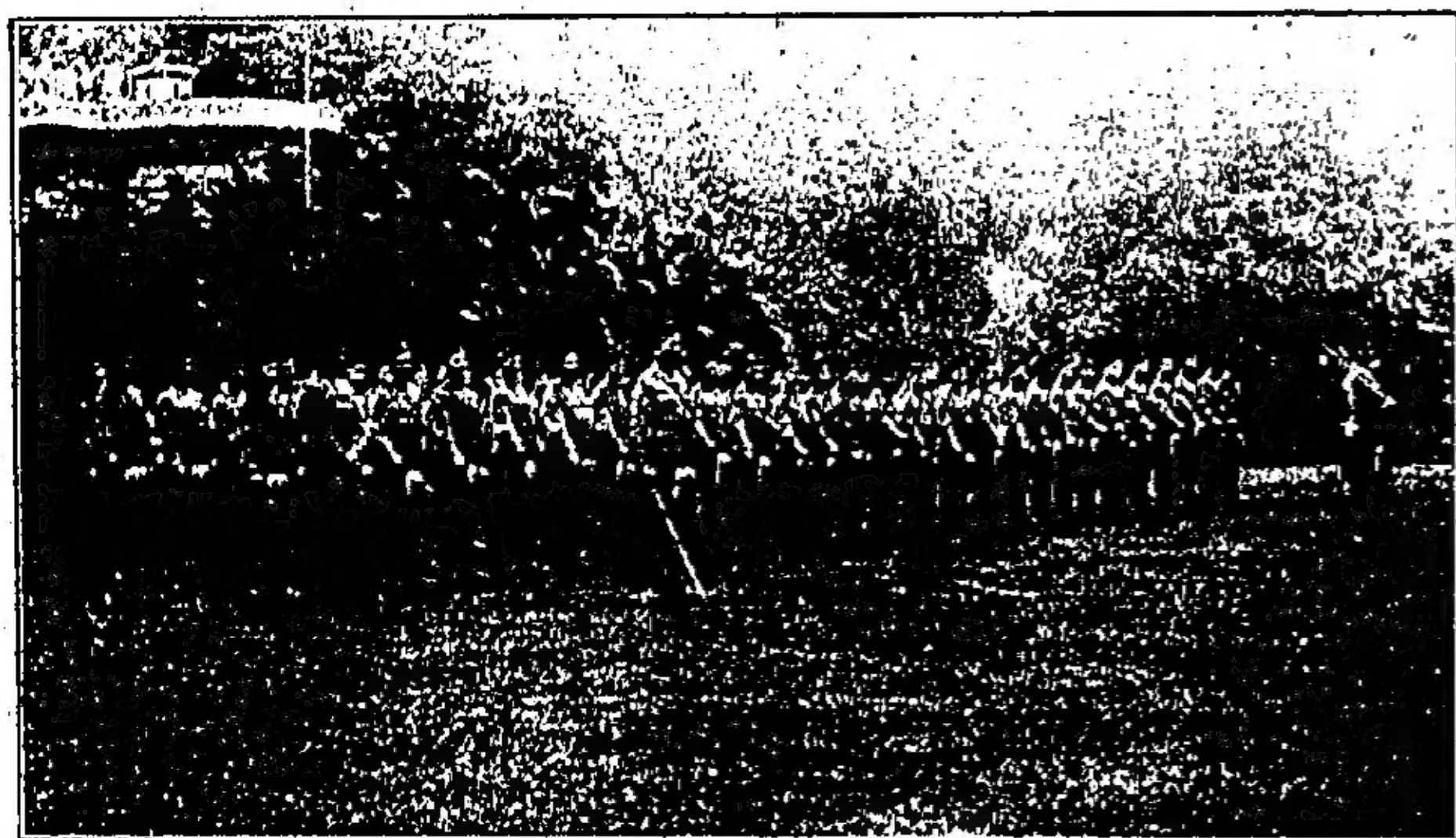
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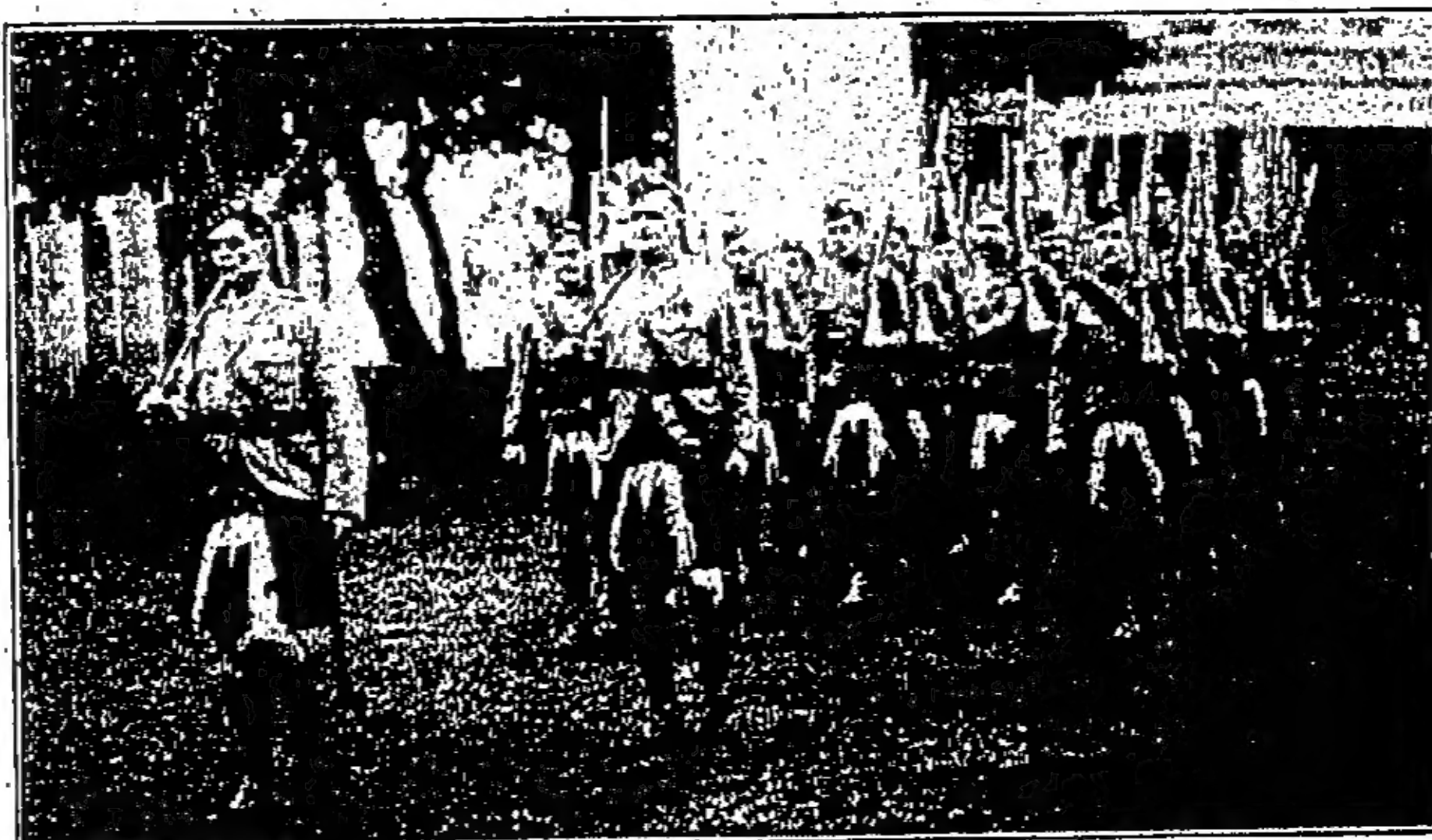
H. P. Prince George arriving at Government House, on the occasion of
last Saturday's Investiture. (Photo: Mee Cheung.)



The Pipe Band of last Saturday's Royal Guard of Honour. (Photo:
Mee Cheung.)



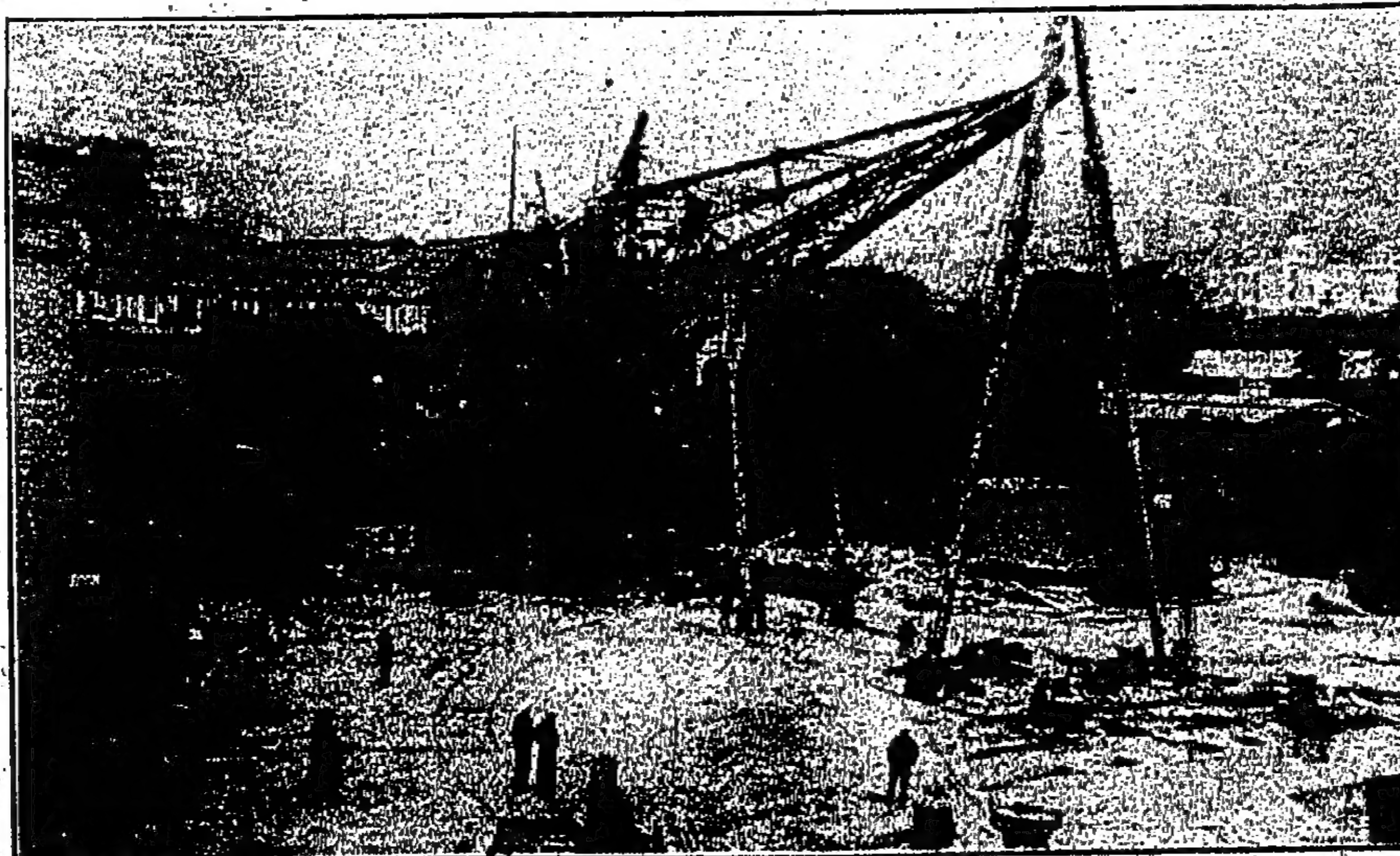
The Royal Guard of Honour furnished by the Scottish Company of
the Hongkong Volunteer Defence Corps, at Government House on
Saturday. (Photo: Mee Cheung.)



Hongkong Scottish Royal Guard of Honour leaving the Cricket Ground,
for Government House on Saturday. (Photo: Mee Cheung.)



Mr. T. A. Mitchell and his bride, Miss
Louie Pollock, who were recently married at
Ardrosson. Mr. Mitchell is well-known in
Swatow and will shortly be returning from
leave.



Photograph of new 30-ton travelling crane, erected in the Hongkong Royal Naval Yard by
Messrs. Cowana, Sheldon and Co. Ltd., Carlisle. Picture shows the erection work in progress.

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"STORM PRUFE"

THE
"STORM PRUFE"
GENTS UMBRELLA

At a price within the
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\$2.50



There is no necessity to get wet
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Waterproof Umbrella at such a
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frame with wood stick and plain
or fancy polished wood crook
handles. Covered with strong
Waterproof cloth.

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25 WORDS FOR \$1.00

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1342, 1397, 1409, 1418, 1375,
1441, 1444, 1456, 1462

POSITION WANTED

UNIVERSITY Graduate, Chinese, experienced in correspondence and translation, seeks employment in business firm school or any line of work. A.I. reference. Please apply Box No. 1469 c/o "Hongkong Telegraph."

WANTED.

WANTED.—To rent 5 or 6 roomed House on Midlevel. Reply P.O. Box No. 604. Tel. 3609.

LOST.

LOST.—In Robinson Road, Pointer bitch pup, liver and white, six months old. Finder please communicate with Box No. 1470 c/o the Hongkong Telegraph.

PREMISES TO LET

TO LET.—EUROPEAN RESIDENCES within easy reach of the City and the University, comprising 6 rooms, 4 bathrooms, up-to-date sanitation, electric light, gas, as well as garage, at \$175.00 monthly. These residences, on Mount Davis Road, Pokfulam, face South and are situated in one of the most delightful localities in Hongkong. It is hoped very shortly to provide this neighbourhood with a bus service at popular rates. Apply to F. A. JOSEPH, Prince's Bldg. Telephone No. 916.

TO LET.—No. 3 Prat Building, 1st Floor, 3 rooms. Furnished flat. All modern conveniences. Apply within or to A. A. Lopes, Alexandra Bldg.

TO LET.—From 1st April to 31st December, furnished, top floor flat of four large rooms with kitchen and gas stove, pantry, store room, bathroom with geyser, etc. Apply W. S. Bailey, 4 Armand Bldg., Kimberly Road, Kowloon.

TO LET.—Furnished. From May for short or long term. Four room flat in Armand Buildings—Top Floor. Modern sanitation. Two bathrooms. Apply:—S. J. JORDAIN, c/o Lane, Crawford, Ltd.

TO LET.—Five-roomed House with modern conveniences in Granville Road, Kowloon. Apply to Spanish Dominican Procuration.

TO LET from April 7th, for six months, "Tai Wo", fully furnished six roomed house on Barker Road within five minutes walk of Tram Station. Staff of experience and long service to the advertiser will be left in the house. Apply, Holyoak, c/o Holyoak, Massey and Company, Limited.

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TWO large rooms excellently situated for offices on the 2nd and 3rd Floors of "St. George's" Building facing Ice House Street. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building", No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Banque de l'Indochine Chater Road.

GROUND FLOOR PREMISES "ST. GEORGE'S BUILDING" opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st Floor.

FOR SALE.

On the instructions of the Public Trustee of England the undersigned have been authorised to negotiate for the sale of the following properties:—

- 67/73 (Odd Numbers) Queen's Road, Central, on Portion of Marine Lot No. 14.
- 1/31 (Odd Numbers) Pottenger Street on Portion of Marine Lot No. 14.
- 2/32 (Even Numbers) Chinese Street on Portion of Marine Lot No. 14.
- 60/70 (Even Numbers) Des Vœux Road, Central on Portion of Marine Lot No. 14.
- 156/160 Praya East on Marine Lot No. 196.
- 31,167 Square feet of Land being The Reclamation in Marine Lot No. 196.
- 15, 16 and 17, Connaught Road, Central on Marine Lot No. 367.
- 18/23 (Running Numbers) Connaught Road, Central on Marine Lot No. 368.
- 35, Connaught Road, Central on Marine Lot No. 379.
- 37A, 37B, 38, 38A, 39 and 40 Connaught Road, Central on Portion of Marine Lot No. 381.
- Stephens Building situate on Portion of Marine Lot No. 381.
- 7, Robinson Road on Inland Lot No. 713.
- 9, Shelly Street on Section E of Inland Lot No. 119.
- 44, Bonham Road on Portion of Section A of Inland Lot No. 591.
- 46, Bonham Road on Portion of Section A of Inland Lot No. 591.
- 4, Peak Road on Remaining Portion of Inland Lot No. 648.
- 9, Mountain View, The Peak, on Section A of Rural Building Lot No. 60.
- 10, Mountain View, The Peak, on Section I of Rural Building Lot No. 60.
- 5, Stewart Terrace, The Peak, on Section E of Rural Building Lot No. 9.
- 1 and 2 "Dikusha" situate on Section A of Kowloon Inland Lot No. 539.
- 52,453 Square feet of land being Kowloon Inland Lot No. 538.
- 255 and 257 Shanghai Street, Yaumati, on Portion of the Remaining Portion of Section B of Kowloon Marine Lot No. 29.
- 132, 134 and 136 Reclamation Street, Yaumati, on Portion of the Remaining Portion of Section B of Marine Lot No. 29.
- 162/180 (Even Numbers) Reclamation Street, Yaumati, on Kowloon Inland Lot No. 674.
- 182/200 (Even Numbers) Reclamation Street, Yaumati, on Kowloon Inland Lot No. 712.
- 202/220 (Even Numbers) Reclamation Street, Yaumati, on Kowloon Inland Lot No. 878.
- 2,375 Square feet of land being Kowloon Inland Lot No. 422.
- 439, 441 and 443 Shanghai Street, Yaumati, on Kowloon Inland Lot No. 1518.
- 531/563 (Odd Numbers) Shanghai Street, Yaumati, on Kowloon Inland Lot No. 1102.
- 647, 649, and 651, Shanghai Street, Yaumati, on Portion of Kowloon Inland Lot No. 1081.
- 6,793 Square feet of land being Portion of Kowloon Inland Lot No. 1081.

For further particulars apply to.

MESSRS. DEACONS,

1, Des Vœux Road, Central.

FOR SALE.—Chinese Silk House \$1.50 up. Please call and inspect. We carry the greatest varieties. THE MUTUAL Co. 1, D'Agular Street.

FOR BAKERS, HOTELS, STOCK-TAKING SALE OF Pure Blackberry and Strawberry Jams in case lots of 72 pound tins at \$26.00 and \$28.60 per case. Two weeks only. Montgomery, Ollerton and Company, 10, Des Vœux Road, Central. Tel. 4630.

FOR SALE.—STEAM LAUNCH about 60 feet long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o "Hongkong Telegraph."

BOARD RESIDENCE.

VICTORIA HOTEL, QUIET RESIDENTIAL APARTMENTS.—Full board small room \$85 monthly. Medium sized room \$120 inclusive. Large commodious bed-sitting-rooms \$130 monthly, 1 minute from Ferry. Next new hotel, Hankow Road, Kowloon. Tel. K357.

HONGKONG AUTOMOBILE ASSOCIATION.

NOTICE is hereby given that the annual general MEETING of the Members of this Association will be held in the Office of Messrs. Jardine, Matheson & Co., Ltd., on Tuesday, 23rd March, 1926, at 5.15 p.m., to pass and adopt the Accounts for the year ending 31st December, 1925, and to elect Officers, etc.

By Order,

P. M. HODGSON,
Hon. Secretary.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

With reference to the Notice to the Shareholders of this Company dated 27th January, 1926, whereby the Final Call of \$5.00 per share on the New Shares was made payable on 1st April, 1926, instead of 1st February, 1926, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of this Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 2nd July, 1926, and that the Form of Bankers' Receipt already sent to Shareholders can be used as though the date named therein were the 2nd July, 1926.

FOR THE HONGKONG ROPE MANUFACTURING CO., LTD.
SHEWAN TOMES & CO.
General Managers.

Hongkong, March 16, 1926.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The fifty-seventh Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Friday, the 26th March, 1926, at noon, for the purpose of receiving the report of the General Managers, together with a statement of Accounts for the year ended the 31st December 1925.

The Share Register and Transfer Books will be closed from the 12th to the 26th March, 1926, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Managers,
Hongkong Fire Insurance Co., Ltd.

Hongkong, March 5, 1926.

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE is hereby given that the Fourth Ordinary Yearly Meeting of Shareholders of the Hongkong Engineering and Construction Co., Ltd., will be held in the Offices of Messrs. Shewan Tomes and Co., St. George's Building, Chater Road, Hongkong, on Wednesday, the 24th day of March, 1926, at 11.00 a.m. for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the year ended on the 31st December, 1925, and of electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 18th to the 24th March, both days inclusive.

By Order of the Board,
S. COURTNEY COOK,
Secretary.

Hongkong, 9th March, 1926.

BUNGALOWS

R. B. L. 200
REPULSE BAY

The Hongkong Realty and Trust Company, Ltd. 16 Des Vœux Road Central, Hongkong, will be pleased to receive enquiries with reference to the six Bungalows which will very shortly be ready for occupation.

G. JAMES R.

NOTICE.

OWNERS and DRIVERS of motor cars are hereby notified that no cars will be permitted to park below the former main entrance to the Hongkong Hotel in Fadder Street. Motor cars are not allowed to remain in Ice House Street longer than is absolutely necessary.

R. D. C. WOLFE,
Capt. Supt. of Police.
Hongkong, March 19, 1926.

NOTICE.

The Fifth Annual General Meeting of the "British Legion" will be held in the Board Room of Messrs. Jardine Matheson & Co., Ltd., on WEDNESDAY, 24th March, at 5.30 p.m. for the purpose of receiving the Report and Accounts for the Year 1925 and of electing officers and other Members of the Committee for the ensuing year and of appointing Honorary Auditor and of dealing with any other business.

By Order of the General Committee,

H. E. D. ADAMS,
Hon. Secretary and Treasurer.

Hongkong, March 19, 1926.

NOTICE.

The Annual General Meeting of Members of the Hongkong General Chamber of Commerce will be held on Thursday, 25th March, 1926, at 4 p.m., in the old Chamber of Commerce Room, City Hall, for the following purposes:—
(1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1925.
(2) To elect a new Committee.
(3) To transact any General Business.

By Order,

M. F. KEY,
Secretary.

Hongkong, March 17, 1926.

A. S. WATSON & CO., LTD.

Notice is hereby given that the Forty-first Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 27th March, 1926, at 11 a.m., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1925.

The Register of Shares of the Company will be closed from Friday, the 19th day of March, to Monday, the 29th day of March, 1926, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th March, 1926.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

The forty-second ordinary annual MEETING of Shareholders in the above Company will be held at St. George's Building, Chater Road, Victoria, on Thursday, the 25th March, 1926, at 11 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ended 31st December, 1925, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Saturday, the 20th March, 1926, until Thursday, the 25th March, 1926, both days inclusive.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, March 15, 1926.

HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL.

March, 20th, 1926, at 9.15 p.m. Sixth Tournament of the Season. Main Event.

Fifteen Round Contest Stoker Nagelin, French cruiser "Jules Michelet" v. Kid Alfred Manila, P.I.

And about five other contests. Booking at Montre's for Members only on Thursday, the 18th. General Public, Friday the 19th and Saturday the 20th instant. Prices—\$5, \$3 and \$1.

LAMMERT'S AUCTIONS

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.
Action No. 561 of 1925.

Between—
Chan Leung Shi, Chan Ho Shi, and Man Kam Lo, executors of the estate of Chan Shek Shan deceased, Plaintiffs,

and
Luk Tsoi Ting and Wong Ching U, Defendants.

PARTICULARS AND CONDITIONS OF SALE

of the
VALUABLE LEASEHOLD PROPERTY situate at

Yaumati in the Dependency of Kowloon and Colony of Hongkong, and known as

The Remaining Portion of Kowloon Inland Lot No. 312.

Together with the messuages thereon known as Nos. 28, 30, 32, 34, 36, 38 and 40 Reclamation Street, (with the consent and concurrence of the above named Plaintiffs as executors of the mortgagee under an Indenture of Mortgage dated the 12th day of October, 1923, and made between the said defendants of the one part and the Mortgagee of the other part.)

To be sold by Order of the Court made in the above action by

PUBLIC AUCTION, on WEDNESDAY, the 31st day of March, 1926, at 3 o'clock p.m., by

Messrs. LAMMERT BROS., Auctioneers, at their Salesroom, No. 5 Duddell Street.

The property consists of:—
All that piece or parcel of ground situate lying and being at Yaumati in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as The Remaining Portion of Kowloon Inland Lot No. 312 together with the messuages erections and buildings thereon known as Nos. 28, 30, 32, 34, 36, 38 and 40 Reclamation Street. The property is held for the unexpired residue of the term of 75 years from the 19th day of December, 1887, created by an Indenture of Crown Lease dated the 24th day of October, 1898, and made between Queen Victoria of the one part and Reuben Meyer Moses of the other part.

Annual Crown Rent about \$64.60. Area about 4,574.08 square feet. For further particulars apply to:—

Messrs. LO AND LO, Vendors' Solicitors, or to:—

Messrs. LAMMERT BROS., Auctioneers.

Hongkong, March 19, 1926.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS. IMPORTERS, EXPORTERS & GENERAL BROKERS.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Notice is hereby given that the Ordinary Yearly Meeting of Shareholders will be held in the Office of the Company, 2, Queen's Buildings, Hongkong, on Monday 29th March 1926, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December 1925.

The Share Register and Transfer Books will be closed from the 23rd to the 29th March 1926 (both days inclusive).

By order of the Board of Directors.
R. M. DYER,
Chief Manager.

Hongkong, 18th March 1926.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

First Church of Christ, Scientist, MacDonnell Road, below Bowen Road Tram Station. Sunday Service 11.15 a.m. Wednesday Evening Meeting 5.30 p.m. Reading Room at above address, open Tuesday and Friday 10 a.m. to 12 noon. Monday and Thursday 5 to 7 p.m.

IN THE SUPREME COURT OF HONGKONG ORIGINAL JURISDICTION.

ACTION NO. 558 OF 1925.

Between:—
Chan Leung Shi, Chan Ho Shi and Man Kam Lo, executors of the estate of Chan Shek Shan deceased, Plaintiffs,

and
Lau Tat, defendant.

PARTICULARS AND CONDITIONS OF SALE

Of the
VALUABLE LEASEHOLD PROPERTY Situate At

Kowloon in the Colony of Hongkong and known as

THE REMAINING PORTION OF SUBSECTION 8 OF SECTION C OF KOWLOON INLAND LOT NO. 421.

Together with 3 messuages in construction, with the consent and concurrence of the above named Plaintiffs as executors of the mortgagee under an Indenture of Mortgage dated the 3rd day of November, 1924 and made between the said defendant of the one part and the mortgagee of the other part.

To be Sold by Order of the Court made in the above Action by

PUBLIC AUCTION On WEDNESDAY, the 31st day of March, 1926 at 3 o'clock p.m. by

Messrs. LAMMERT BROS., Auctioneers

At their Salesroom No. 5 Duddell Street.

The property consists of:—
All that piece or parcel of ground situate lying and being at Kowloon in the Colony of Hongkong and known and registered in the Land Office as The Remaining Portion of Subsection 8 of Section C of Kowloon Inland Lot No. 421 together with 3 messuages in course of construction. The property is held for the unexpired residue of the term of 75 years from the 25th day of December, 1887 created by an Indenture of Crown Lease dated the 7th day of January, 1888 and made between Queen Victoria of the one part and Catchick Paul Chater, Charles David Botomley and Hormusjee Nowrojee Mody of the other part.

Annual Crown rent \$11.39. Area 2,686.83 square feet or thereabouts.

For further particulars apply to:—

Messrs. LO AND LO, Vendors' Solicitors, or to:—

Messrs. LAMMERT BROS., Auctioneers.

Hongkong, 19th March, 1926.

BY ORDER OF THE MORTGAGEE.

PARTICULARS AND CONDITIONS OF SALE

Of the
VALUABLE LEASEHOLD PROPERTY Situate At

Shamshuipo in the Colony of Hongkong Nos. 60, 62, and 64 Yu Chau Street, Shamshuipo And Known As

SECTION D OF NEW KOWLOON INLAND LOT No. 42

To Be Sold By PUBLIC AUCTION.

Thursday, the 25th day of March, 1926, at 3 o'clock p.m. by

Messrs. LAMMERT BROS., Auctioneers.

At their Salesroom in Duddell Street.

The property is situate on a piece or parcel of ground registered in the Land Office as Section D of New Kowloon Inland Lot No. 42. The said premises are held for the term of 75 years with a right of renewal of the further term of 24 years by a Crown Lease dated 31st day of December, 1910, and made between His Majesty King George the 5th of the one part and Li Ping of the other part subject to the payment of a proportion of the rent and performance of the covenants in the said Crown Lease.

For further Particulars and Conditions of Sale apply to

Messrs. HASTINGS, DENNIS AND BOWLEY, Solicitors, 8 Des Vœux Road, Central, or to

Messrs. LAMMERT BROS., Auctioneers, Duddell Street, Hongkong, March 11, 1926.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

BY ORDER OF THE MORTGAGEE.

Mr. E. V. M. R. de Sousa has received instructions to sell by Public Auction,

on MONDAY, the 29th day of March, 1926, at 3 o'clock in the afternoon at the China Auction Rooms, 4, Duddell Street, Victoria, Hongkong.

The Very Valuable Leasehold Property situate at Victoria in the Colony of Hongkong and being Inland Lot No. 1963.

IN ONE LOT.

The property consists of the messuages or dwelling houses thereon known as No. 4, Wing On Street and No. 3, Gilman Street, and contains an area of 749 sq. ft. or thereabouts. Further particulars and conditions of sale may be obtained from the office of

MESSRS. DEACONS, 1, Des Vœux Road, Central, Vendors' Solicitors or

MR. E. V. M. R. DE SOUSA, The Auctioneer.

Hongkong, March 19, 1926.

THE AUCTIONEERING & BROKERING Co., Ltd.

4B, Duddell Street.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEES.

The Auctioneering and Brokerage Company Limited have received instructions to sell by

PUBLIC AUCTION on WEDNESDAY,

the 24th day of March, 1926, at 3 o'clock in the afternoon at their Salesroom, Duddell Street, Victoria, Hongkong.

THE VERY VALUABLE LEASEHOLD PROPERTY situate at Queen's Road West, Victoria, aforesaid and registered in the Land Office as THE REMAINING PORTION OF SUBSECTION TWO OF SECTION B OF INLAND LOT NO. 384.

IN ONE LOT.

The property consists of the newly erected restaurant intended to be used by the Chung Kwok Restaurant Co., Ltd.

The area of the property is 14,652 square feet or thereabouts and the Crown Rent payable in respect thereof is \$37.16 per annum.

For further particulars and conditions of sale apply to

Messrs. DEACONS, 1 Des Vœux Road Central Solicitors to the Mortgagees or to

Send the Coupon for 10-Day Test



Gloriously Clear Teeth

Why you may already have them—and yet not realize it

Make this unique test. Find out what beauty is beneath the dingy film that clouds your teeth

Do you seriously want dazzlingly clear teeth?—teeth that add immeasurably to your personality and attractiveness? You can have them, if you wish. That's been proved times without number. But not by continuing with old methods of cleansing and of brushing.

How to gain them—quickly! There's a film on your teeth. Run your tongue across your teeth and you can feel it. Beneath it are the pretty teeth you envy in others. Ordinary methods won't successfully remove it.

That is why this test is offered. For when you remove that film, you'll be surprised at what you find. You may actually have beautiful teeth already—and yet not realize it. Find out!

What that film is

Most tooth troubles now are traced to film. It clings to teeth, gets into crevices and stays. Germs by the millions breed in it. And they, with tartar, are the chief cause of pyorrhea and decay.

That film, too, absorbs stains... stains from food, from smoking,

from various causes. And that is why your teeth look "off color."

New methods now remove it

Old-time dentifrices could not successfully fight that film. So most people had dingy teeth. And tooth troubles increased alarmingly.

New new methods have been found. And embodied in a new type tooth paste called Pepsodent. It acts to curdle the film, then harmlessly to remove it. No soap, no chalk; no harsh grit dangerous to enamel.

It proves the folly of ugly teeth. It gives better protection against pyorrhea, of tooth troubles both in adults and in children.

Ten days' use will prove its benefits. And that 10 days is offered to you as a test. Why not make it then—have prettier teeth, whiter teeth? Send the coupon now.

Protect the Enamel

Pepsodent disinfects the film, then removes it with an agent far softer than enamel. Never use a film combatant which contains harsh grit.

Pepsodent
The New-Day Dentifrice

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

10-Day Tube Free

THE PEPSODENT COMPANY,
Dept. Ch-18, 1104 So. Wabash Ave., Chicago, U. S. A.

Mail 10-Day Tube of Pepsodent to

Name

Address

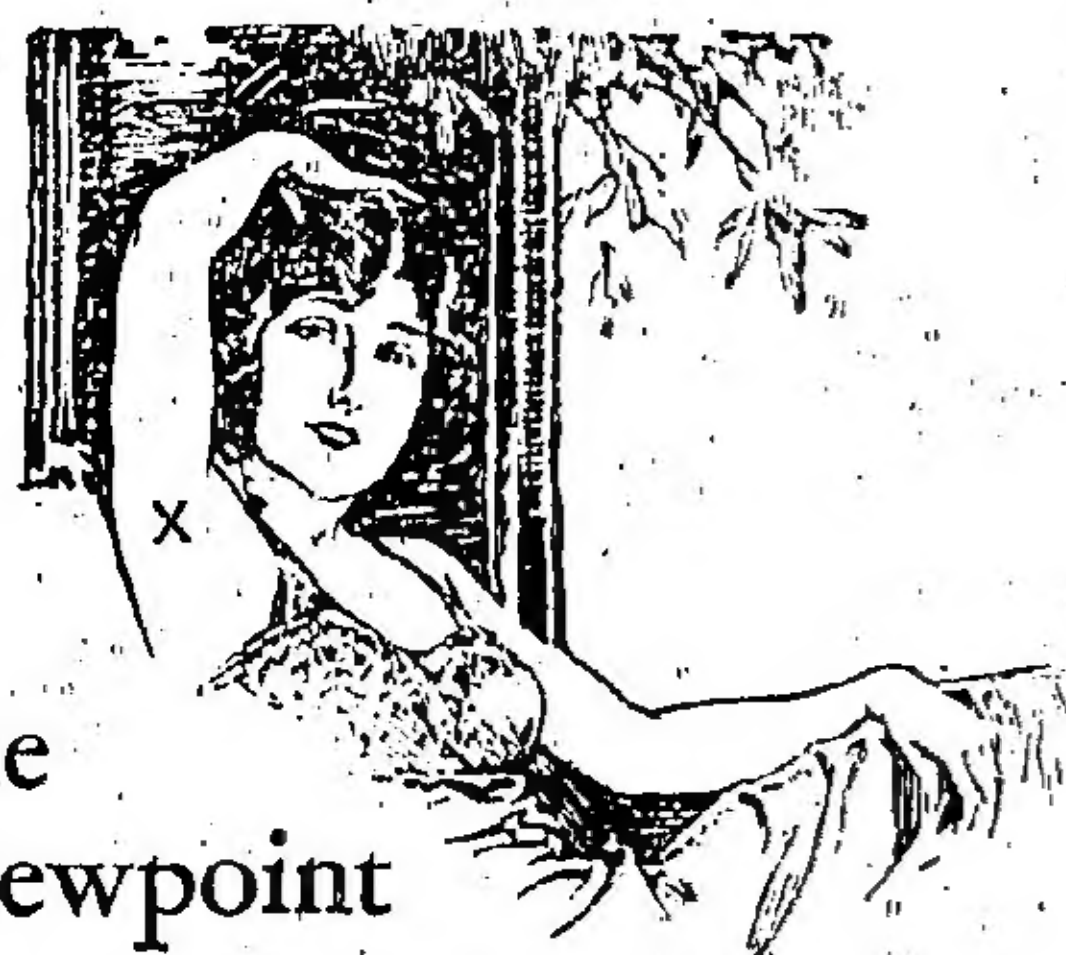
Give full address. Write plainly. Only one tube to a family.

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Official Photographers to the "H. K. Telegraph"



From the man's viewpoint

HE may thrill to your smartness yet never notice the cut or color of your gown. But should he glimpse the slightest trace of unsightly hair—the whole impression is spoiled; he classifies you from then on as a woman lacking in fastidiousness.

Avoid this unfair criticism. Keep your underarms, forearms and neck clean and fresh with the depilatory famous in France for over one hundred years—X-BAZIN! Safe, easy to use, delicately fragrant, X-BAZIN leaves your skin petal-soft and white. X-BAZIN does not coarsen, darken, or encourage future hair growth. And it takes but a few minutes to perform its important duty. Be fair to your beauty! Use X-BAZIN.

Manufactured by
HALL & RUCKEL, Inc.
New York, U. S. A.

X-BAZIN
Famous French Way of Removing Hair

Exclusive Agents for South China
R. H. KOTTEWALL & CO., P. O. Box 252, Hongkong

"SEEING" SETS.

TELEVISOR INVENTION EXPLAINED.

London Feb. 7.—Mr. John L. Baird, a British engineer, to-day gave a demonstration of his television, an invention to broadcast pictures, before members of the Royal Society of Engineers.

The inventor already has a license from the British Post Office to broadcast, and a company which has been organized, is now busy manufacturing portable wireless "seeing" sets to be sold for \$250. The sets produce pictures and sounds simultaneously.

Mr. Baird's claim to the invention of a successful television apparatus was borne out by to-day's demonstration, but he was the first to put a modest estimate on the success so far gained, and to admit that vital improvements were still essential.

Through the instrument, however, one could watch a person through a brick wall smoking a pipe in the next room, see through an inch board and study the internal workings of a mechanical doll. A land wire was used in the demonstration, but operation is equally efficient without wires.

The Televisor was described as an electrical telescope which enables objects to be seen, not by light, but by electrical energy.

A large disc, containing lenses, is used with a revolving shutter to pass the image of the object to be transmitted at an immense speed over a special light-sensitive cell. This cell reacts as the light falls upon it and varies the current, which is transmitted to the receiver where it controls a light behind an optical apparatus similar to a transmitter. All that is seen at first glance is the huge revolving disc of the transmitter and a smaller one going at exactly the same speed.

Upon the screen of the receiver a light flickers and a picture emerges that is comparable to the image produced in the early days of primitive cinematograph.

Two years ago Mr. Baird succeeded in transmitting shadows. A year later he advanced to the transmission of outlines and now he has produced light and shade.

He admits he has a long way to go before reaching perfection. Until recently he has been hampered by a lack of funds, but now he believes he has enough capital to perfect his invention in a short time.

LADY'S HAMMER.

TOURIST DAMAGES VENERABLE TEMPLE.

Batavia.—Police warrants are issued against four American passengers of the steamer Fairfield City, now at Semarang.

One of the four is a woman, who is said to have tried to demolish the beautiful relief plates in the famous Borobudur Temple with a hammer.

Some of the Americans admit they wished to remove a plate, "to ascertain whether there was a sepulchral tomb hidden beneath."

Damage to the relief plates is not serious. Prosecution will be difficult, because there were no witnesses.—*Reuter*.

Borobudur's Buddhist temple is really a mountain or hill graven into terraces, and set all round with balconies carved like the frontages of the "rose-red city" of Petra.

Its four fronts are formed of hewn lava blocks. Round the lowest terrace the measurement is more than three furlongs.

There are five such terraces, slightly smaller than the lower. The three-miles-long series of walls are decorated with life-statues of the Buddha and other sculptural ornamentation.

Borobudur has been called an "eighth lamp of architecture." Even in the gorgeous East it has no parallel for the impression of vastness and richness of ornament.

This temple is perhaps 1,000 to 1,200 years old; but for centuries it was lost beneath decaying tropical vegetation, till it was looked upon as a mere hill of jungle.

Representatives of 35 women who launched the lifeboat at Boulmer, Northumberland, during a blizzard are to receive an award from the Royal National Lifeboat Institution in London in April.

NATIVE'S DICTIONARY.

'SO MANY PIECES OF PAPER WITH WORDS.'

"The way this book of words was put together seemed very strange, so many pieces of paper with words written on that they could not be counted. All day long and often past midnight we would sit together and puzzle out English words in Congo, and Congo words into the English language." In the above words, a blind native of the Congo, named N. D. Niemo, describes how he helped British missionaries to compile the first Congo dictionary.

Niemo was associated with Dr. Holman Bentley and Messrs. Comber and Grenfell, the first British missionaries to open up this part of Africa nearly half a century ago.

News has come through the Baptist Missionary Society that, though he has lost the use of his eyes, Niemo has written his autobiography and is still helping the missionaries at Wathen, in the Congo.

In his life story, Niemo says he first met Dr. Bentley in 1881.

"He came into our town one morning and stayed over the following day. He slept in my uncle's house with the King of the Congo, who was staying there at the time.

"The white man asked if any of the people would like to send some boys with him to the mission station to be taught to read and write. My uncle told me that I must go, but I was afraid, so he took me to the king, and the king handed me over to the white teacher."

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HARROGATE

A BOOKLET, giving full particulars about Harrogate, will be sent free on application to Messrs. THOS. COOK & SON'S Offices, or to P. J. C. BROOME, General Manager, 14 The Royal Baths, Harrogate.

Hotel MAJESTIC Harrogate

Stands in its own grounds of ten acres overlooking the Royal Baths. Write for Tariff

FINEST SPA HOTEL IN THE WORLD

GERMINAL CIGAR FACTORY



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VICENTE ATIENZA & CO.

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54, Nathan Road, Kowloon.

Chesterfield

CIGARETTES



That "rounded-out" flavor no one tobacco can give

NO one tobacco by itself—no matter how good—could produce that satisfying Chesterfield taste.

For Chesterfield is a unique mixture of distinctive tobacco types—Virginia for mild sweetness, Turkish for rich aroma, Kentucky Burley for mellow "body."

And once a smoker tastes the famous Chesterfield blend, it would appear that no other cigarette can ever "satisfy."

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LIORRY & MYERS TOBACCO CO.



ALBERT

FRENCH PASTRY COOK
22, Queen's Road, Central



— is making his name better known every day by his French Cooking, done exclusively with fresh butter.

The amateur "gourmet" fond of "Marseilles Bouillabaisse" "Escargots de Bourgogne" and all other famous French dishes can go to "Albert" with confidence.

FRENCH WINES — CHAMPAGNES — LIQUORS
DINNERS TO ORDER

Trifles and Dinners served from 10-30 a.m. to midnight.

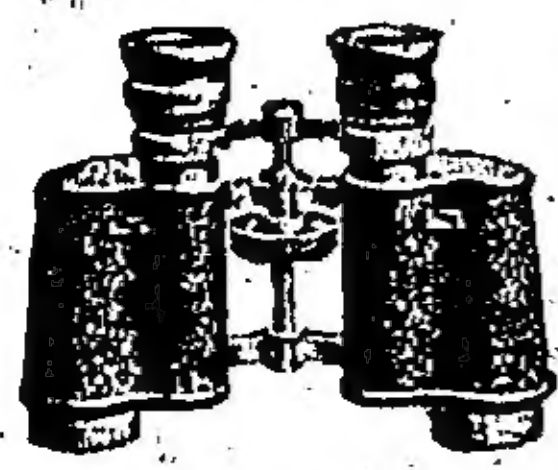
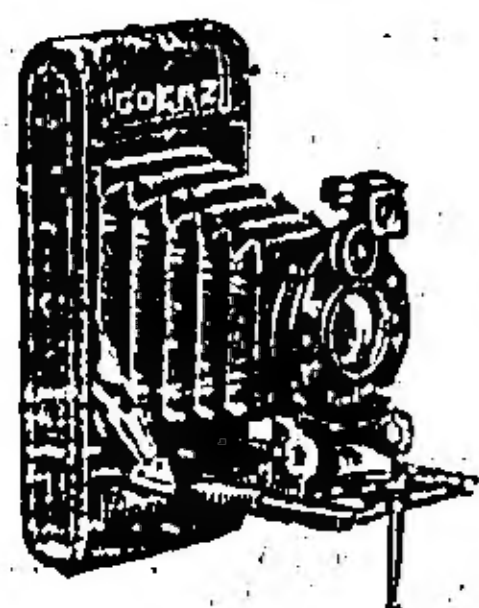
French Cakes and French Chocolates made by "Albert" himself.

Nice selection of French fancy boxes just arrived from France by the "Andre Lebou."

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The best cameras and binoculars in the WORLD.

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BERLIN MYSTERY.

IS SHE RUSSIAN PRINCESS?

Berlin, Feb. 8.—Mystery surrounds Frau von Tschakovsky, who lies ill here in the Mommisen Sanatorium and whom rumour, some weeks ago, credited with being the former Grand Duchess Anastasia, daughter of the murdered Russian Czar Nicholas.

The story on its face was fantastic and incredible. The girl was supposed to have been shot with the rest of the Romanoff family in a cellar at Ekaterinburg, but not fatally wounded and rescued by a guard and transported outside of Russia.

However, certain facts remain unexplained, which, although they do not justify credulity of the woman's claims, indicate a pretty intrigue playing around her.

Especially curious is the attitude of the Danish Embassy in Berlin. Although a relative, of Anastasia, Grand Duchess Olga, came from Copenhagen at the request of the Czar's mother, who is still living in Denmark, in order to identify the pretender and repudiate her. It is learned on absolutely responsible authority that the Danish Embassy has not abandoned the investigation and is in a measure supporting Frau von Tschakovsky's claims.

The woman is in a critical physical condition, it is said, and her mind is wandering. She receives absolutely no visitors nor is any information vouchsafed to questioners at the sanatorium. Although it is reported she is in destitute circumstances, she occupies an expensive private room and is attended by a special nurse and a private secretary.

The presumption is possible that certain parties have a special interest in keeping alive the fiction that a person close in kin to the Czar is still living.

A large sum of money, amounting perhaps to \$1,000,000 deposited in English banks and accruing from life insurance policies of the Czar remains unpaid due to the uncertainty surrounding the fate of his heirs, and it is claimed in part by the pretender, Grand Duke Cyril, who has established his "court" in Coburg.

It is speculated that perhaps other branches of the Romanoff family are interested in maintaining the fiction that Grand Duchess Anastasia is not dead in order to prevent the disposal of this sum.

Soviet sources ridicule the thought Frau von Tschakovsky is Anastasia, saying there is no question of the fate of Anastasia, as the Soviet account of the "executions" of the Romanoffs, just now appearing, proves.

It is learned, that those crediting the story, chiefly in the Danish Embassy, base their belief on Frau von Tschakovsky's ability to identify photographs taken in the intimate family circle of the Romanoffs and her possession of a curious cigarette holder identical with one belonging to Grand Duchess Anastasia.

Officially the embassy refuse to discuss the matter, but attaches do not deny they are continuing the investigation.

WEALTHY SHOWMEN.

MILLIONS INVESTED IN ROUNDABOUTS.

Showmen from all parts of England, Wales, Scotland, Ireland, and the Continent were recently in London for the annual conference of the Showmen's Guild.

The trade of the showman has never been better than it is to-day, an official of the Showmen's Guild informed a *Daily Mail* reporter. He proceeded:— In the old days, we used to provide for the children only. Now we provide for adults as well. It is perhaps, not generally realised just how flourishing the industry is. At least £15,000,000 is now invested in it and half a million people are employed in it.

A scenic railway may cost as much as £30,000, and well-carved and well-painted roundabouts about £15,000. I expect there are from 1,000 to 1,500 roundabouts in England, Scotland, and Wales, and their total value would be many millions of pounds.

A great amount of capital is invested in traction engines, and, in the war, a thousand of these were handed over to the Government. There has been a great increase in the use of petrol lorries and tractors in recent years.

HIGH LIFE.

BOOK BY STEEPLEJACK.

A new book has been published, entitled "Steeplejacks and Steeplejacking." By William Larkins, and a Home reviewer writes:—

Although an obvious method of rising in the world, the steeplejack's profession is not an attractive one to the ordinary mind. According to Mr. Larkins, who is one of its leading practitioners, it is healthy and does not, as some have conjectured, conduce to insanity. And, singularly enough, it does not make youth an indispensable condition, for the author's most trustworthy assistants have been over forty. One man with whom he was working did go mad at the top of a 150-foot chimney-stalk and try to precipitate himself into the sulphurous interior; and the successful struggle to prevent him must have had few experiences to match it in sheer nerve-racking horror. Some of the adventures of Mr. Larkins's craft make for dizziness even on the printed page—such as that of the man who, through some one else's blunder, had to spend hours on an isolated perch 200 feet high until his rescue could be organised. Every jack has his falls, and "the horror of the empty air," as one can well believe, is a sensation all by itself. "Your heart rises to your mouth. Another feeling one has is that of his legs separating from the rest of his body. The rush of air grips your throat like that of a person about to undergo the penalty of hanging."

Sailors, curiously enough, are apt to make poor steeplejacks. In Mr. Larkins's case the calling is hereditary, and this circumstance can be conceived as doing more than any other to impart the steadiness of nerve demanded. The author has been to the top of the Nelson Column oftener than anyone else, and one of his more out-of-the-way commissions was to rescue a clergyman's cat, which had found its way to the top of the 200-foot steeple. Those whose imagination yearns for giddy predicaments and close shaves will get their fill of these from Mr. Larkins's book.

FIGHTING TUBERCULOSIS.

SPAHLINGER TREATMENT FOR ENGLAND.

A fund has been launched at Home to raise £100,000 to secure the Spahlinger treatment for tuberculosis for Britain.

The announcement was made in Manchester at a meeting arranged by Mr. and Mrs. Roscoe Brunner, of Northwich.

Mr. Roscoe Brunner said there was a wonderful unanimity on the value of M. Spahlinger's discoveries. Sanatoria in this country have cost £40,000,000, and require £1,000,000 per annum to maintain them.

Of every thousand patients passing through these sanatoria only 14 were alive at the end of 12 years.

PERMANENT CURES.

Spahlinger's successes afforded an extraordinary contrast. From 1912 to 1916, when he had the complete remedies, he saved 89 per cent. of those treated, all of whom had been given up as hopeless cases. Of those, 80 per cent. had permanently recovered.

From 1916 to 1924, with only the old stock of partial remedies, he obtained cures to the extent of, roughly, 80 per cent. all of whom were regarded as hopeless cases.

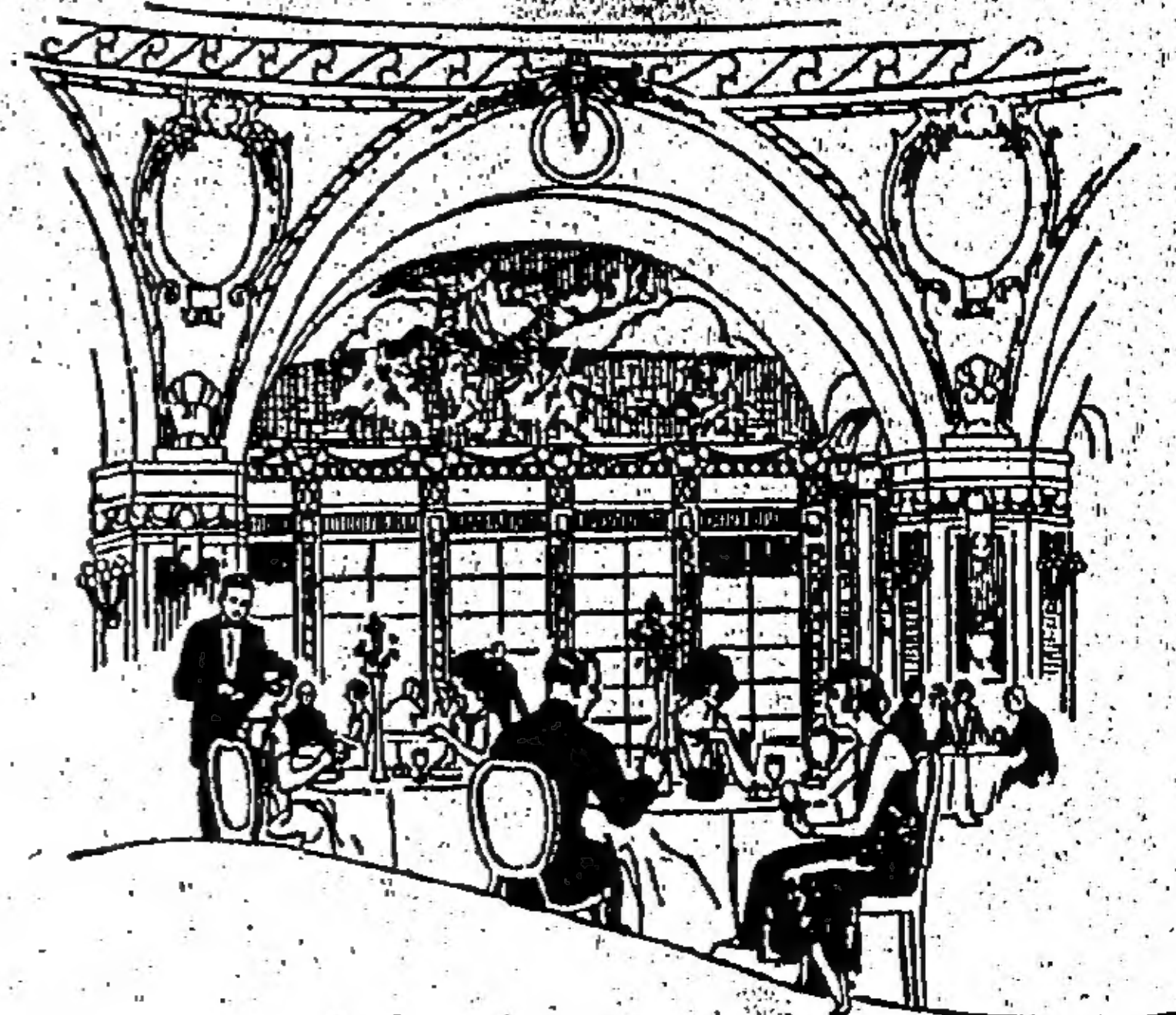
Mr. Brunner said the first £40,000 of the fund was required to secure the land and laboratories at Geneva. The remainder was needed to extend the scope of the treatment for other diseases besides tuberculosis. The remedies were not secret; for the formulae were now deposited with the Swiss Government, but they could not be published because it was not safe to let them be manufactured by unauthorised persons.

OWN FORTUNE SPENT.

Mrs. Roscoe Brunner said Spahlinger had spent his own private fortune in pursuing his research. He had refused offers of untold gold from America, and he had also stayed off offers from France and Germany.

He felt convinced that the Spahlinger treatment, given a fair chance, would stamp out tuberculosis in five years.

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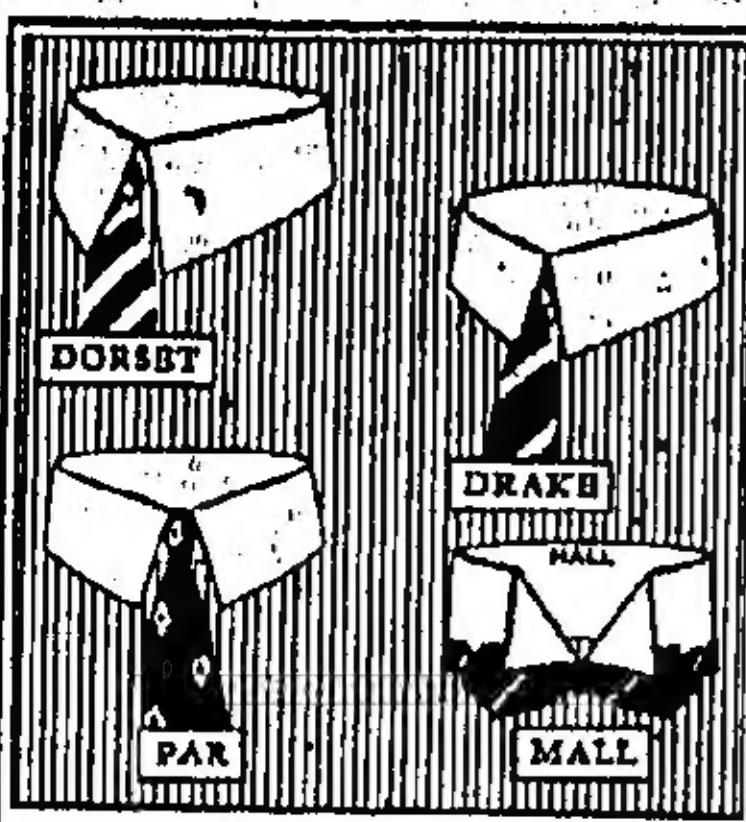
DRINK AND USE MORE MILK.

The Dairy Farm, Ice & Cold Storage Co., Ltd.

Queues waiting on a recent evening to see the mystery play "9.45" at the Comedy Theatre were favoured with a thrill that was unexpected and unheeded. With a pair of handcuffs on his wrists and accompanied by the manager, Mr. Franklin Bellamy, a principal member of the cast,

hurried from the theatre. The two made a dash for Vine-street Police Station, where the actor, doubtless using a variation of the familiar "Unhand me, villain!" begged the Inspector to release him. He had been testing a new pair of American handcuffs, when the key mysteriously

disappeared. Neither the Vine-street police nor the officers at Tottenham Court-road station could release Mr. Bellamy, but later at a locksmith's succeeded in picking the lock, and the curtain rose only a few minutes late on the mystery of "9.45."



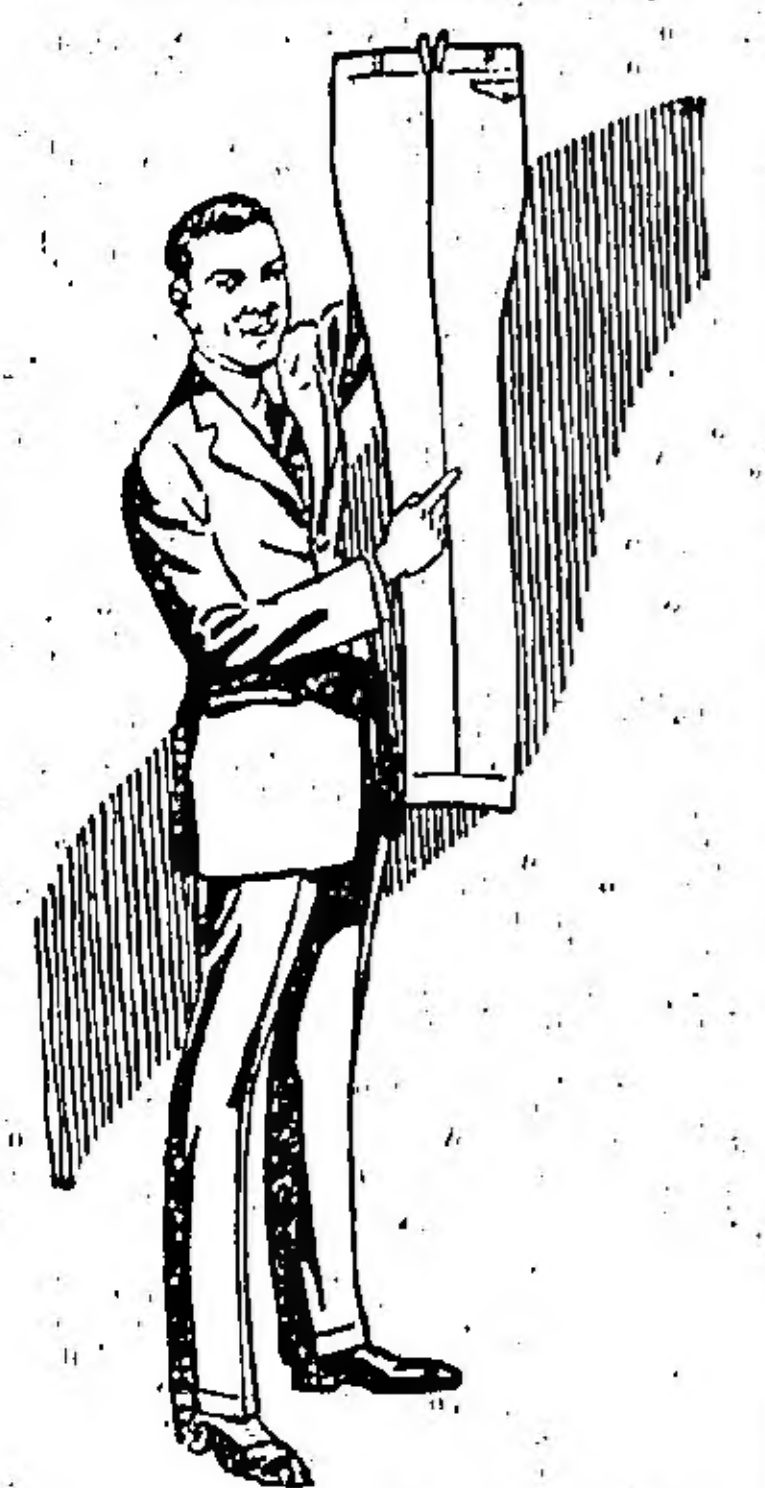
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Oriental Moon
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Why don't my dreams come true
3761 I'm a little fonder
of you
Tie a string
3742 Mercenary Mary
Honey, I'm in love
3762 Dipping in the Moonlight
I am thinking of you
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Got no time.

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WHAT IS A SAXO- PHONE ?

—INVENTED OVER EIGHTY YEARS AGO.

Mr. Justice Eve: What is a saxophone? Counsel: I am told that it is an instrument that resembles a cornet, used in what I understand are called jazz bands.

The above dialogue in the Chancery Division the other day sheds very small illumination on the history of the saxophone, which, despite its name, is not an instrument which a Scotsman might exchange for his bagpipes by the "banging of a saxophone." They cost anything indeed, from £25 to £60.

Its music, however, in soul-stirring quality, might vie with the war-pipes, and has been described as "a howl like a nightmare in mortal agony!"

The saxophone, which really belongs to the family of clarinets and bassoons, was invented so long ago as 1840 by Adolph Sax, and four years later was introduced into the French army bands. It has since been adopted in England at the Royal Military School of Music, Kneller Hall.

Many modern composers, Meyerbeer, Massenet and Ambroise Thomas, have scored for it in their operas, and it was first used in orchestra by Kastner, in 1847, in "Le Dernier Roi de Juda."

Mr. Justice Eve's inquiry was put to various people by a representative of *The Daily Chronicle*, with the following results:—

A long-haired aesthete.—An infliction compared with which the plagues of Egypt must have been a blessing.

A jovial diner-out.—The best all-round instrument ever invented.

Sir Landon Ronald.—It is a most beautiful instrument when used as it was before jazz was introduced.

Bizet, the composer of "Carmen," introduced it as a sole instrument in "L'Arlesienne," and as there were very few saxophone players in England, generally it had to play here with the clarinet.

I cannot tell you whether the saxophones as used in the jazz bands, are the same as those for which the masters scored in the past. To my mind, it was always a soft-toned, beautiful instrument.

I am very much inclined to think that the public are apt to confuse the saxophone with the horrible "bleating noise of the muted trumpet or muffled trombone."

Mr. Jack Hylton (leader of the popular orchestra).—The saxophone is an instrument that has been brought into prominence by dance orchestras, though that does not mean it is a new instrument by any means. It was invented in 1840.

It is a difficult instrument and the man who can play it properly commands a greater salary than the judge who asked: "What is a saxophone?" and the counsel who gave so foolish a reply.

Kuala Lumpur, Feb. 28.—A fatal mine disaster took place at Ampang on Friday, due to the explosion of a compressed air bottle. The engine was being tried by Mr. Paterson, the engineer of the East Asiatic Company, of Johore, with a Malay fitter at the wheel valves. The Malay was burnt to death. A Chinese was severely injured and another less severely. Mr. Paterson was himself slightly burned and three others were injured. The roofing of the shed was blown off.

BABIES SAVED FROM BLINDNESS.

—DOCTOR'S FIGHT AGAINST DISEASE.

Thousands of children throughout the country owe their eyesight largely to the efforts of Dr. Frederick W. Alexander, who is retiring in a few months after 33 years as Medical Officer of Health in Poplar, and 44 years in the public medical service.

"If there is one thing in my life that I am proud of," Dr. Alexander told a *Daily Chronicle* representative, "it is that I was chiefly instrumental in having ophthalmia neonatorum made a notifiable disease first in London, and then throughout the country."

"This disease affects the eyes of newly-born babies, and a large proportion of the inmates of blind institutions owe their blindness to it. Nowadays it gets few victims."

Speaking of his work during epidemics, Dr. Alexander said that in the influenza outbreak of 1891 he often went round the streets with relieving officers climbing into houses through the windows because the people inside were so ill that they could do nothing for themselves.

"We had to take them food and milk as well as medicine, for they were too helpless to move," he added.

"In those days the disease was not known as influenza, and I called it 'Breakback Fever.' It was this that carried off the Duke of Clarence, older brother of the present King."

"The 1918 epidemic was almost as bad, and I had to get soldiers to drive the hearses and bury the dead, while owing to the shortage of undertakers the coffins had to be made at a shipbuilding yard."

NURSERY FOR DISEASE.

"During the smallpox epidemic at the beginning of the century we discovered a practice on the part of property owners that was largely responsible for the spread of the disease."

"Some of the rooms we stripped during disinfection were found to have 10, 12, 15 and even 18 layers of paper on the walls. When one tenant left, the owner, instead of cleaning the place, put new paper on the walls to cover up the filth."

"I pointed out publicly that if such a state of affairs was allowed to continue the houses would soon be as bad as during the Great Plague."

"Officials ridiculed me for my pains, but I was called to give evidence before a Parliamentary Committee, and powers to remedy this were given us in a new measure."

When Dr. Alexander retires he intends, although 67 years old, to take a busman's holiday and devote himself to chemistry, electricity and artificial sunlight treatment.

"What an extraordinary combination!" remarked Mr. Justice Swift, at Liverpool Assizes, when a witness in a civil action said he was a musician and a money-lender. Witness: I have been a musician practically from infancy." His Lordship: "It struck me as peculiar to join the business of moneylending with that of a musician." Still, there is no reason why they should not go hand in hand."

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FRECKLES AND HIS FRIENDS



Mother Seems Too Wise

By Blosser

ELIZABETH ARDEN

NEW YORK. PARIS. LONDON.

ELIZABETH ARDEN, whose smart Salons are frequented by the most beautiful women of the fashionable world, sends these wise suggestions to all women:

Don't mistake the cultivation of loveliness for make-up. They are miles apart! It is wisdom, of course, to make subtle use of fine toilet accessories to enhance and accent the features and the natural colouring. But it is tragic to try to hide blemishes with cosmetics, for each year you will grow more dependent on these artificial means of concealing the ravages of your unwisdom.

Learn to care for your skin scientifically, to keep it young and naturally lovely. Quickened the circulation that carries off poisons and brings fresh colour to the cheeks. Nourish the tissues to keep them firm and round. Drive away all signs of age by holding the keen contour and the radiant sparkle of youth. You can!

The Venetian Preparations, which I made first for the treatments given in my Salons, are now on special display at

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whose assistants will give every information and advice concerning the preparations most suited to individual cases.

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THE HONGKONG DISPENSARY.

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S. MOUTRIE & Co., Ltd.
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REVERSIBLE WOOL-PILE FLOOR RUGS.
TWO WEARING SURFACES
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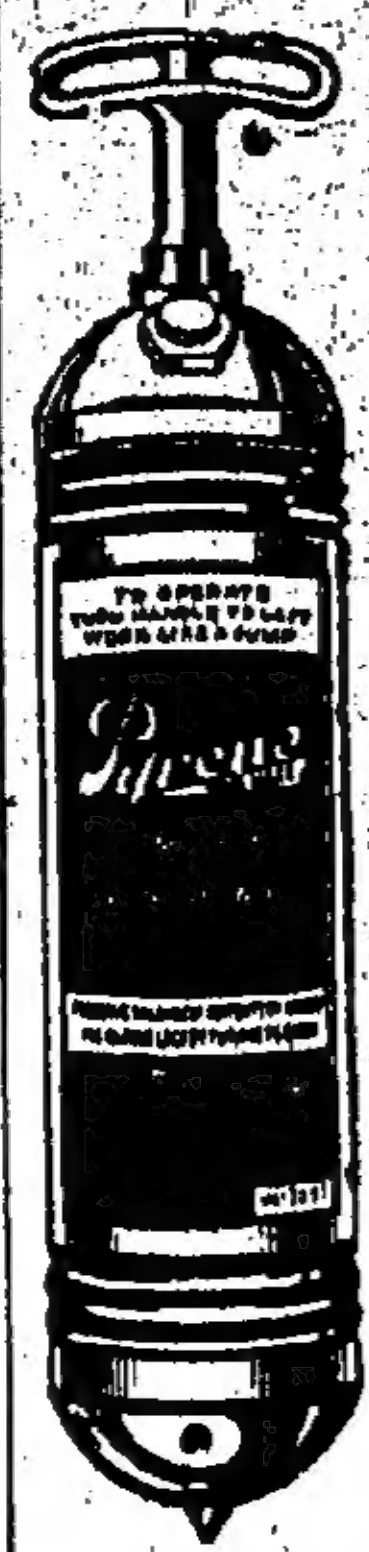
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"PYRENE" will kill fire without damage to the engine, woodwork or upholstery. Water spreads a petrol fire; sand is inefficient and will put the engine out of action.

"PYRENE" Extinguisher is small in size, light in weight and easy to handle.

"PYRENE" does not deteriorate and is always ready for use.

Keep a "PYRENE" handy on car and in garage.

MUSTARD & CO., LTD.

16-17, Connaught Road, Central

The Telegraph.

SATURDAY, MARCH 20, 1926.

THE CONSUMER PAYS.

We would commend to the notice of our Chinese readers in particular the extract from the annual report of the Hongkong General Chamber of Commerce, appearing elsewhere in this issue, dealing with the kerosene monopoly in South China. Apart from the unwarranted interference which this action by the Canton authorities has caused to legitimate British and American trade, the principal point the statement illustrates is the hardship which has resulted from the tax and monopoly so far as the Chinese consumers are concerned. This is pointedly stressed in the fact that whereas kerosene could be bought in Hongkong all last year at \$4.45 for ten gallons, in Canton the price in December had risen to no less than \$12.50. No one needs to be told what this means to the average Chinese of the poorer class, for kerosene is practically a necessity to these people, being used almost solely as an illuminant. This altogether extortionate price for kerosene is a direct result of the monopoly instituted by the Canton authorities, for the commodity has in the first place to bear a tax, after which the profiteers come in by raising rates, owing to supplies being insufficient to meet the demands. A more pernicious measure has seldom been put into force in South China and it is one which, as we have shown, bears hardly on the masses for whom Canton politicians have always professed a special solicitude.

That the Government tax on the commodity is altogether contrary to Treaty provisions is obvious. Several agreements reached between China and the Powers could be cited to establish that point, and, as the Chamber of Commerce statement shows, Article 28 of the Tientsin Treaty of 1858 bears especially on the issue. This deals with the levying of transit duties and makes it clear that once a single charge has been made, goods are exempt from further imposts. In South China, as in other parts of the country, provincial authorities all too often arrogate to themselves the right, which they do not possess, of subjecting goods to all manner of taxes, to say nothing of the fees which are collected by military commanders in many areas. Not only are these imposts utterly illegal, but they

all add to the costs so far as the consumer is concerned, for it is he who, in the long run, must bear the burden. The matter is one which concerns the whole country, and it will have to be fairly and squarely faced before any revision of the country's Customs tariff is likely to be accorded to.

A Delicate Issue.

There looks like being yet another conflict of ideas in connection with the League of Nations—a conflict in which the United States of America will play the principal part. Yesterday's telegram told of the early skirmish. On January 27th, the Senate of the United States, after a tremendous amount of discussion, decided, by 76 votes to 17, to adhere to the "World Court" as the Permanent Court of International Justice at the Hague is called in America. But the decision was hedged about by certain reservations, and the Government of the United States proceeded to write separately to the 48 members of the Court setting forth those reservations and asking for an acceptance of them. So far as the United States was concerned, the League of Nations (which was and still is the parent organisation of the World Court) did not come into the scheme of things, but Sir Austen Chamberlain, at yesterday's public meeting of the League's Council, referred to the reservations, and pointed out the difficulty of proceeding by a mere exchange of formal Notes, suggesting that all the countries concerned, including the United States, should appoint delegates to a special meeting of the League's Assembly in September at which the reservations could be considered in mutual conference. And now comes the news that this action of the League has caused a great stir in Washington, and that Mr. Kellogg, the Secretary of State, says that he cannot indicate America's future action if the League of Nations persists in attempting to deal with the matter. In other words, the United States does not view the World Court as having anything to do with the League of Nations and considers that its dealings with the 48 members of the Court ought never to have come up at the League. Feeling in the States is still against joining the League (possibly more so since this week's fiasco) and the advocates of American participation in the World Court went to much trouble in the Senate to minimise the connection between the Court and the League, but one doubts whether the League has not a little more to do with the Court than America seems to think. Of course, the matter is purely one of the Court's status—whether or not it is one of the subsidiary activities of the League. It was certainly brought into being by the League, its membership is the same as the League, its finance and management have been part of the work performed by the League. The United States shuns the League of Nations but wants to join the World Court; she wouldn't mind the child but objects to the parent. In this she has a perfect right, but the parent body might think it has certain rights, too.

SANITARY BOARD.

A COMING ELECTION.

It is notified in the *Government Gazette* that an election of a member of the Sanitary Board is to take place on Monday, April 12th, at the Registrar's Office at the Supreme Court. Nominations have to be sent in to the Registrar at least four clear days before the election.

This election becomes necessary owing to the expiration of Mr. C. G. Alabaster's third term of service. He was first elected in March, 1917, and his present term ends on April 11th, next.

AIR SERVICE TO EAST.

A DUTCH COMPANY'S SCHEME.

Amsterdam, March 19. The Netherlands Aerial Navigation Company, one of whose principal aims is a regular air service between Holland and the East Indies, has asked the Government for a subsidy of four million florins from 1927 to 1934.—*Reuter*.

DAY BY DAY.

FREE AND FAIR DISCUSSION WILL EVER BE FOUND. THE FIRMEST FRIEND TO TRUTH.—*George Campbell.*

Mr. Eric Rice is passing through the Colony on the P. & O. s.s. Khiva.

His Excellency the Governor has appointed Mr. J. H. B. Nihill to be a Police Magistrate.

A water buffalo has been stolen from a house in the village of Tan Shui Hong, valued at \$200.

The *Gazette* contains detailed forms prescribed under section 23 of the Estate Duty Ordinance, 1915.

Dr. G. D. R. Black has been reappointed a member of the Medical Board for a further term of three years.

A Chinese seaman on the German steamer Oldenburg from Singapore committed suicide by jumping overboard.

A Japanese donkey-man, of the Mito Maru, has been arrested for having in his possession two automatic pistols and two magazines.

The Hongkong University Union Athletic Association is holding its 11th annual sports on the Pokfulam ground on Saturday next, at 2.30 p.m.

The annual meeting of the Alice Memorial and Affiliated Hospitals is to be held in the Chamber of Commerce Board Room at 4 p.m. on Tuesday.

A Chinese postman has been sent to the Government Civil Hospital, suffering from injuries caused by falling between the Yaumati ferry wharf and a launch.

His Excellency the Governor has appointed Dr. J. P. Fahilly to act as Health Officer of the Port and Inspector of Emigrants, during the absence on leave of Dr. B. H. Mellon.

Commencing on Wednesday next, Rev. Father R. Schmidt, of the University of Manila, will give a Lenten Mission at the Roman Catholic Cathedral every evening at 6 o'clock.

Mr. W. J. Carroll, Ice House Street, has reported to the police that between June 19th, 1925, and the 19th of this month, some person stole dress material from a case, valued at \$600.

It is notified that, at the expiration of three months, the International Petroleum Co., Ltd., will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

On appearance on remand to-day, before Mr. R. E. Lindsell, the man and two women charged with possession of bombs were again remanded, it being decided that the hearing will take place on the afternoon of the 22nd, and will be continued on the following day.

The manager of the Telegraph Administration at Canton has reported to the Government that on the night of the 16th instant, and that the clerk-in-charge and the staff were all kidnapped. Particulars of the incident have not yet been received.

A Chinese was charged at the Kowloon Magistracy this morning with larceny from three yachts, the complainants being Mr. H. S. Rouse, Mr. A. Ritchie and Captain Arthur. He was remanded for 48 hours for enquiries to be made.

After posting a farewell letter to his wife, leaving his clothes on the sea wall, and disappearing for six days, Mr. Reginald John Lund, a Gravesend school teacher, reappeared in a dramatic manner. His family had met to discuss the future of Mrs. Lund and his three children when Mr. Lund appeared, famished and distressed, his clothes soaked with rain. He said he could not remember anything that happened, but was wandering, apparently, in the streets of London when he remembered that it was the birthday of his youngest child. He thinks he must have travelled to Gravesend by tram. He must have walked far, for his boots were worn out; how he got his new clothes he does not know.

MIXED GRILL

A Merry Miscellany
Ashley Sterne

The headmaster of a prominent public school having recently stated his view that the modern boy makes an infinitely better scholar than his father did, there is an awful shindy going on at the Public Schoolboys' Fathers' Club; and if the headmaster in question dares to put his head inside the Club precincts I can see it getting battered out flat with infuriated paternal umbrellas. As the father of Smith Minor complained to me: "My son is not



a patch on me. Far from being a chip of the old block he's not even sawdust. He knows nothing about bird's-nesting, robbing orchards, swopping stamps, keeping silk worms, clandestine midnight eating, the manufacture of darts from penholders, nor even the use of sulphuretted hydrogen in the French class. Instead, the ignorant little wretch only has a mass of useless information about some plays by a chap named Spokeshave, an idiotic language which sounds all Greek to me, and something which he calls the square on the hippopotamus. What does the 'head' think I sent him to school for?"

The latest thing in fashionable marriages, I read, is to keep the date and place of the wedding a profound secret until, absolutely the last moment, when such guests as the contracting parties desire to invite are hastily roped in by telephone. The object of this seems at first sight a trifle obscure, but I suppose the truth is that in these "butterfly" days, when it is no unusual thing for a girl to change her fiancé three or four times a week, it is not considered safe to give potential guests longer notice. At the same time, I know how annoyed I should feel if, when I was in the middle of having my morning tub, some dear old pal rang me up to say he was committing matrimony in an hour's time at St. Jemima's-in-the-Pantry, and insisted on my being best man. I might have only washed one ear and half my neck, yet I should have to abandon the rest of my bath, dress hastily, rush breakfastless to the nearest emporium and buy a fish-lice, and with the latter concealed in my hat or my boot lie in wait for the nuptials with the speed of a Slate Club treasurer absconding on Christmas Eve. By jingo, wouldn't I jolly well take it out of the bottled beer at the reception at the Carlton afterwards!

That astonishing old idiot, Professor Barnich Crumpett, is spending a few days at Monte Carlo. (He insists on calling it Montague Carlo, by the way.) He writes me that he is trying a new system which he has invented for not breaking the bank. A humane man, the Professor is against causing unnecessary suffering to anything, and hopes when he has perfected his system it will revolutionise the whole method of playing roulette. His system is as follows:

SI ZANNE AND THE PRESS.

A HINT OF MATRIMONY.

London, 13th February.—"The reporters view me with a magnifying glass. A cold becomes pneumonia. Indigestion is transformed into appendicitis. If I spend a day in bed they order lilies and a hearse," says Mlle. Lenglen in an article in the *Sunday Herald*.

"The newspapers won't let me forget that I'm twenty-seven and it's high time I was married. I have every intention of leading some unsuspecting male to the altar some day, but I won't allow the newspaper men to select him. The funniest thing is that I have been engaged twice and the newspapers never discovered it. When I am really engaged they won't know it either."

She adds that she does not see any English player of sufficient capability and promise to compete

1st stake.—Three pence on the red and threepence on the black.

2nd stake.—If both red and black win, sixpence on even and sixpence on odd. If only red (or black) wins, twopence on 25 for a place only. If both lose, all losses on 4 and 33 to run a dead heat.

Unfortunately, the Professor has had discouragingly bad luck so far. He has broken the bank nineteen times, and won upwards of seven million pounds. He fears there must be an error in his system somewhere.

That sweet singer, Mr. Beasley Tocher, has just published a new book of verse entitled "Glucose and Glue." It only came out the day before yesterday, but so well has the first edition gone that most of the copies are already on the secondhand bookstalls in the department marked "all on this shelf 3 for 2d." By his kind permission I am able to quote the following little gem:

THE HIGHER BOTULISM.

Must I, in ectoplasmic mood, The paradigm of Life forego, And, where the courts of Jamshyd stood, Drift into gross desuetude?

O yes! or, rather, no! Must I, with isocrymal phlegm Attuned to atrabillousness, Imbue Self's sharded diadem With xenomorphic apothegm? O no! or, rather, yes!

At the risk of being struck off the register of the British Medical Association and of having their stethoscopes impounded and burnt by the public hangman, several eminent medicos have recently ventured to express to a newspaper reporter the opinion that there is no known cure for the common or garden head-cold. By the same opportunity they enunciated completely contradictory methods for subduing the ferocity of this distressing malady, a state of affairs which is horribly disconcerting to the reader. To be told by one learned doctor (with half the alphabet after his name) that one's sole chance of relief lies, say, in inhaling curry powder through the nose, and by another (with other half of the alphabet in his wake) that sniffing curry powder will cause a cold to develop into painter's colic leaves the layman as bewildered as a moneylender at the gates of Paradise. For my part, I have grown completely to disregard newspaper medical opinions ever since I read—

DON'TS FOR THE HEAT-WAVE.

Don't drink whisky. It only makes you hotter—followed six months later by—

DON'TS FOR THE COLD SNAP.

Don't drink whisky. It only makes you colder.



When I think that "Famous Physician" can't make up his mind whether whisky chills one or warms one—pon my word, it makes me go hot and cold all over!

with the Americans, the French and the Australians in the near future.

Lenglen believes that tennis is a style of self-expression similar to music and literature.

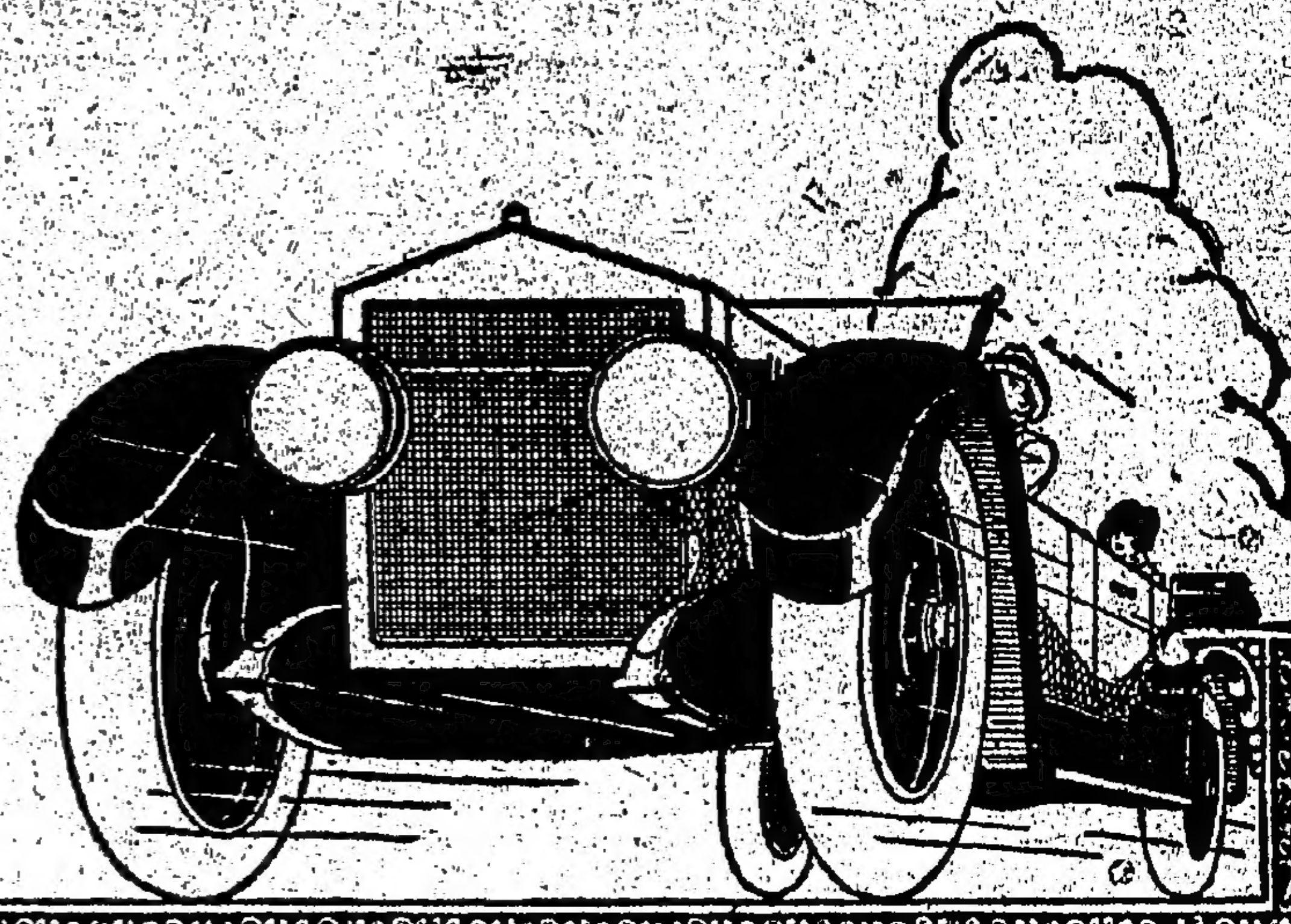
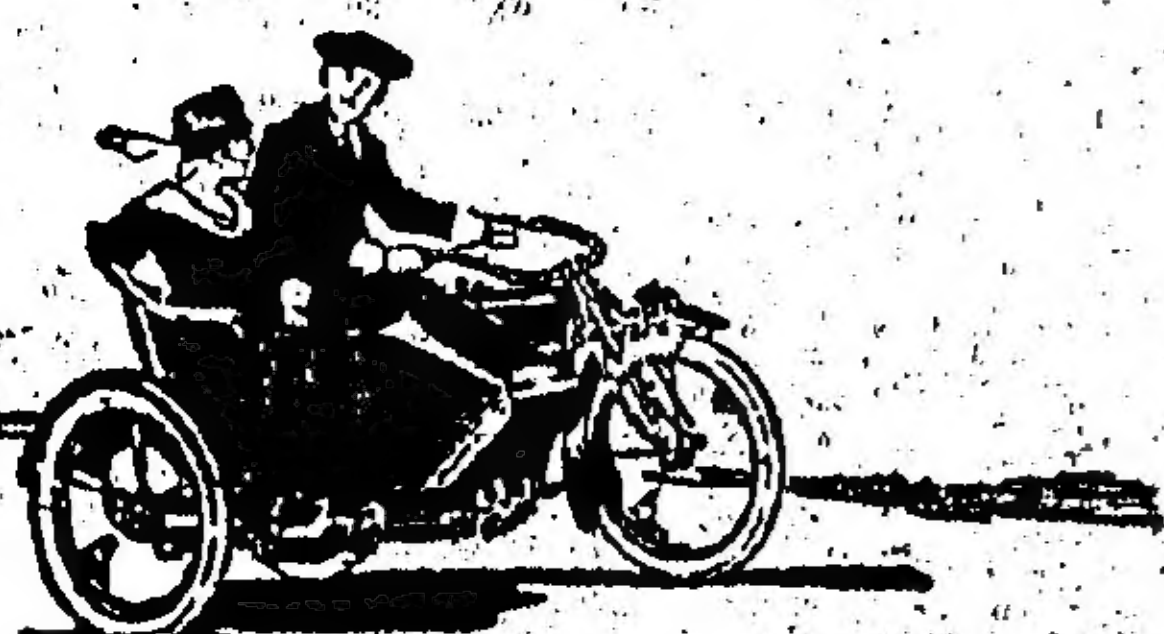
"Every nation plays according to its temperament. Frenchmen are speedy, Americans are a mixture of protechnics and ice, Englishmen like Parke and Kingcote have triumphed by their steadiness, tenaciousness and iron nerve. Your modern players are trying to imitate the French and Americans, and the result is disaster. But the Englishwomen, especially Mrs. Lambert Chambers whom I dread most, play the correct game, returning the ball with heart breaking regularity and in consequence they rank higher in international tennis than the men."

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 20th. March, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

The Touting Nuisance.

The attention of the authorities concerned may well be called to the nuisance which is becoming more pronounced in the vicinity of the Post Office, where, especially during the week-ends, Chinese touts for motor car passengers for cars which are waiting on the Praya or on some of the side streets in close proximity. At about 6 p.m. on Sunday last, the writer was accosted by several of these people. In order to gauge to some degree the extent of the practice, the first man to offer a car for hire was asked the capacity of his vehicle, and when it was pointed out that a seven seater would be better, five other cars were offered by other touts who had gathered around during the discussion. In all there were nine of these presumably unlicensed agents, and various garages were mentioned as being the owners of the vehicles. Two or three of the men appeared to scent trouble and made their exit from the circle in consequence. Local residents may be relied upon not to patronise such people, but it is a different matter to the unsuspecting visitor, who may easily be under the impression that the business is quite legitimate. It does not require a particularly vivid imagination to foresee possible trouble such as robbery, and it is certainly time that steps were taken to stop such an obviously undesirable practice.

H.K.A.A. Meeting.

Members of the Hongkong Automobile Association should make a special effort to be present at the Annual Meeting which is to be held at the Office of Messrs. Jardine, Matheson & Co., Ltd. at 5.15 p.m. on Tuesday next. Some particularly important and interesting suggestions will be submitted. We cannot say more at the moment, excepting to urge members to support the Committee by attending.

Private Garages.

The greatest problem to the man of moderate means in Hongkong is not the purchase of a car, but the relatively high cost of garaging once it becomes his. On the Hongkong side, the Government has erected a number of rather elaborate garages which may be rented by motorists, but the rental is necessarily high because of the expense incurred in building. There appears to be no reason why a less expensive type should not be introduced, or certain areas set apart where motorists could erect an approved design of portable garage at their own expense, paying a nominal rent for the privilege. Subject to certain obviously necessary regulations, such as fire risk, such a scheme would be very much appreciated by a large number of people who either do, or would own a car.

Beneficial to Trade.

It must be conceded that the motor car industry is a most important one, and even here in Hongkong, every encouragement should be given for its advancement. After all, even apart from the need which already exists, future development must be taken into account, and provision made for the increasing number of motor vehicles which are, and will be, taking the road.

Singapore's Trams.

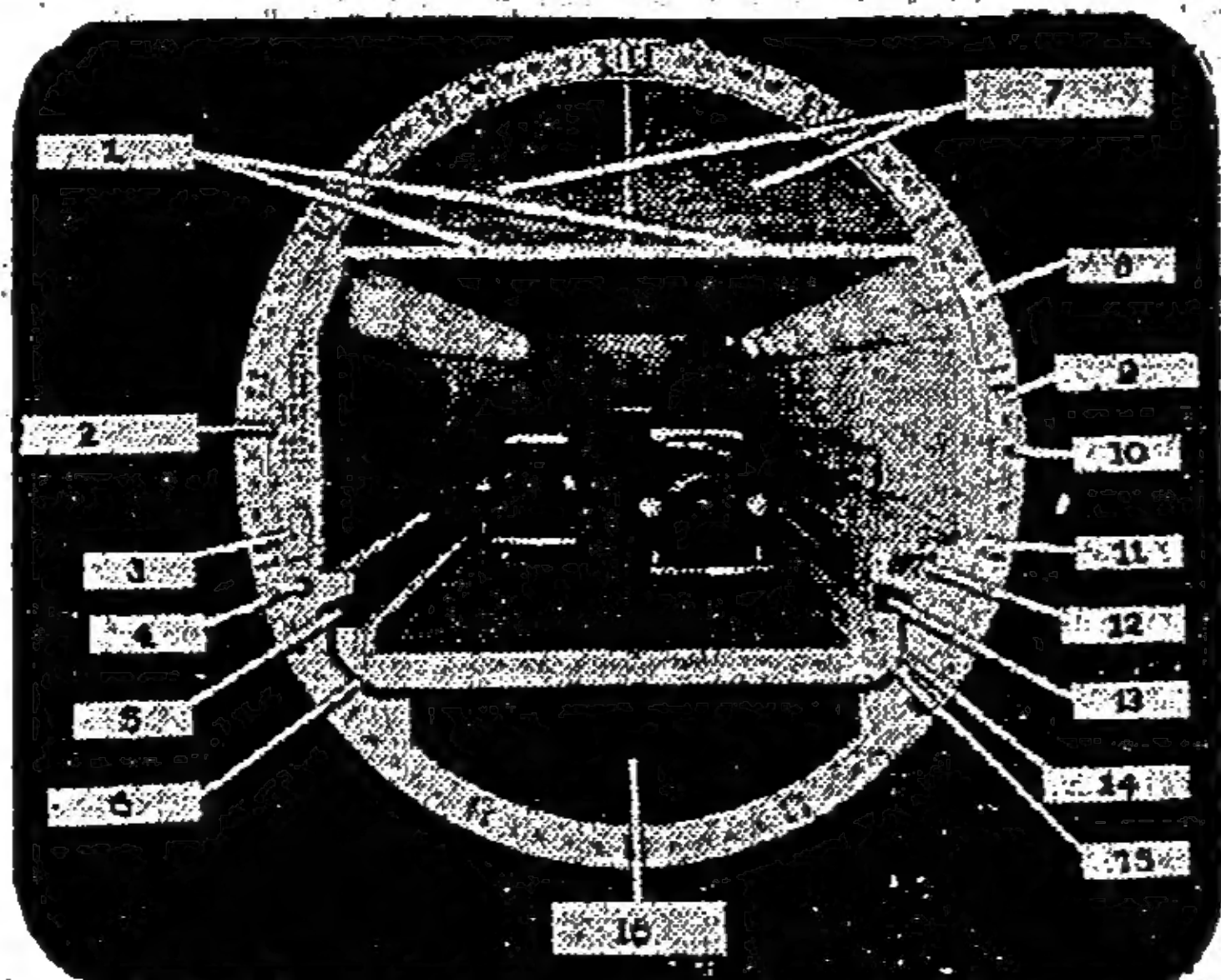
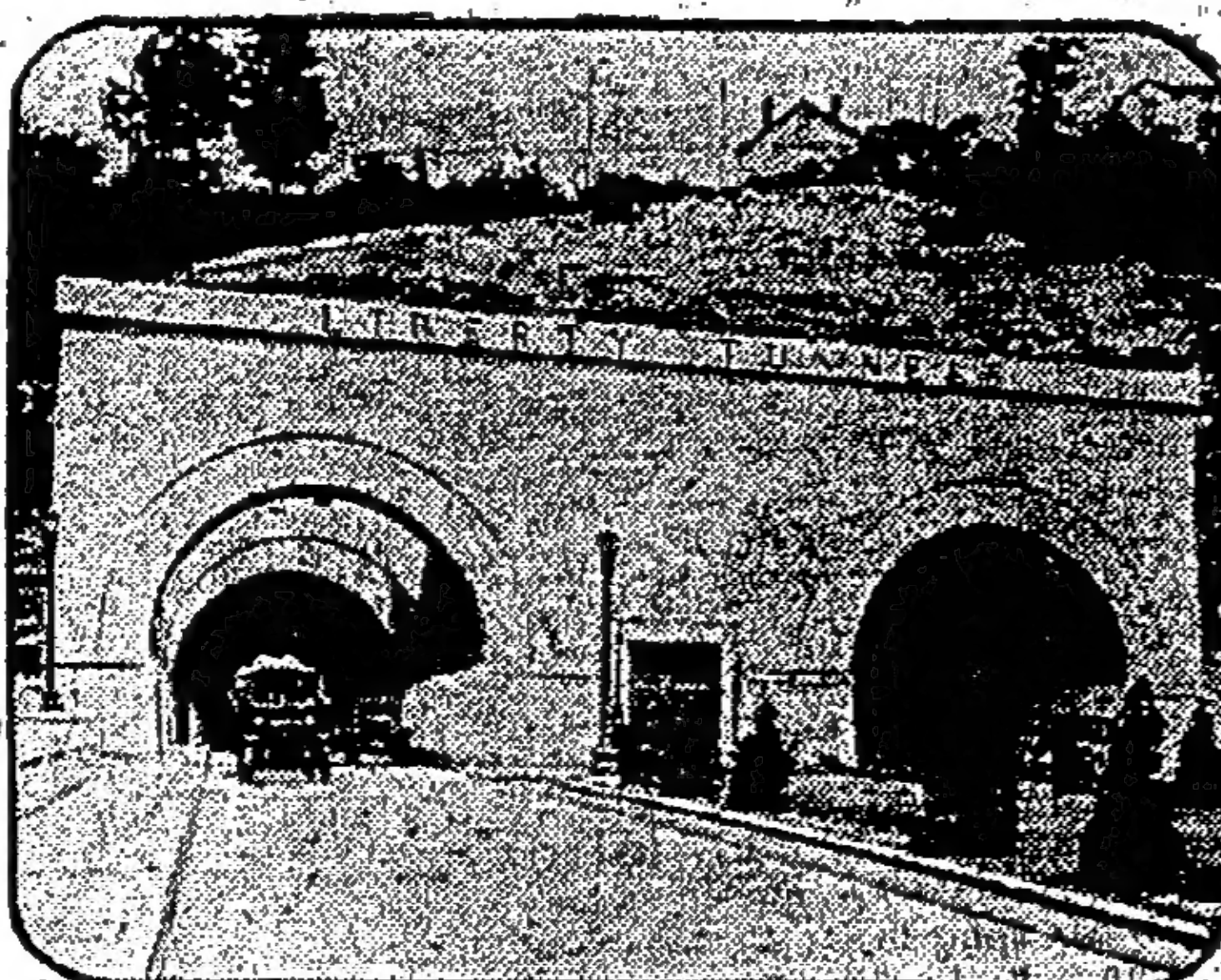
Singapore is committed to the replacement of its trams by railless buses, and some of the new vehicles are in the course of erection in the Harbour Board Godown at Keppel Road. Curiously enough, reports seem to indicate that the trams are more popular and nearer paying their way now than at any time in their history. Singapore may yet discover that the old system was the most economical, although the modern motor bus is unquestionably the most satisfactory auxiliary service in connection with tramways.

TUNNELS SOLVE TRAFFIC PROBLEM.

Tunnels are the latest methods being used by traffic engineers to solve congestion problems. These one-way tunnels shorten distances between points and speed up traffic.

The Liberty Tunnels were recently completed at Pittsburg. These long motor tunnels run 3,000 feet under a lofty hill.

those tunnels was proper ventilation. The project of good ventilation is nearing completion. The tunnel will be ventilated from two points instead of blowing air through it as had been the case before. The air will rise from vents near the roadway and will pass off through flues located in the ceiling.



The tunnels were built at a cost of \$500,000. They save motorists a long detour around the hill and give them a concrete-paved, one-way road on which they go at a fast rate and save a great amount of time.

We publish a diagram of the famous Holland Vehicular Tunnel under the Hudson River at New York. There are two tubes, each a mile and a half long and 29 feet, six inches in diameter. These tubes were built at a cost of \$42,000,000.

The huge problem that had to be overcome in the construction of

The plan of the tunnel is explained as follows: 1, exhaust air ports every 15 feet; 2, telephone and telegraph cables; 3, fire extinguisher; 4, water supply pipe; 5, continuous duct for fresh air supply to roadway; 6, fresh air flues every 15 feet; 7, exhaust air duct running full length of tunnel; 8, tunnel segment, weight 3,000 pounds; 9, weight of complete ring 21.6 tons; 10, concrete; 11, sidewalk; 12, power cables for operation of tunnel; 13, fresh air expansion chamber; 14, fresh air flues every 15 feet; 15, fresh air duct running entire length of tunnel.

TYRE TIPS.

Learn the correct air pressure for your tyres and check it every few days. Four pounds loss of pressure in a balloon tyre of a certain size is just as serious as the loss of two or three times that much in a high-pressure tyre of a corresponding size.

Avoid over-loading your tyres—and when it is absolutely unavoidable help the tyre to handle the extra load by putting in more air.

Anything which causes a tyre to drag with more or less side motion, instead of running true, will grind the rubber tread away faster than is normal. A brake which drags will cause rapid tread wear also.

See that your skid-chains are not so tight that they gouge into the tread and fabric carcass of your tyre.

Scraping a tyre against curbs when turning a corner, or when parking, or careless driving over frozen rutty roads, sometimes will wear the rubber off the sidewall and expose the fabric carcass. Water and dirt then enter and rapid destruction of the tyre results.

Take a careful look to see that your rims may not be causing you the loss of some service from your tyres. Make sure that they are true so the tyre runs without a wobble.

Probably no one thing causes tyres to be scrapped before they have given full service more than a break or crack in the fabric body of the tyre, commonly called a "stone-bruise." Usually the tyre can be saved if such injuries are promptly repaired by a good vulcanizer.

MEMS FOR MOTORISTS.

[BY GEORGE COOKESON.]

Three things greater than all things are,
The hooter, the switch and the "juice" in the car.

Of precaution be no scorn;
Always something round the corner—
Round the corner something hid,
Cart, or car, or cow, or kid,
Kid in "pram," or kid on scooter—
Sound your hooter!

When you're anxious to depart
And the starter will not start
However hard you press it,
And you—don't exactly bless it.
When you, sweating at the handle,
Think the game's not worth the candle,
Ere your breath's completely gone—
Switch on!

When the petrol tap's all right
And the switch also,
When you crank with all your might,
But it's all no go;
When you feel your temper giving,
And decide life's not worth living
And bitter is your cup—
Fill up!

GASOLINE SUPPLY.

AMERICA'S OUTPUT.

The domestic demand for gasoline for 1926 is estimated as approximately 10,547,416,000 gallons.

Mr. Roger B. Stafford of the National Petroleum News has estimated the consumption of gasoline in the United States at the beginning of the past three years with almost perfect accuracy. His 1925 estimate was only three-tenths of 1 per cent. too low.

In addition to the consumption of 10,547,416,000 gallons, Stafford estimates that export demands will require 1,500,000,000 more, making a total demand on American refineries of about 12,000,000,000 gallons.

Demand Increase.

The constant increase in the number of automobiles manufactured makes greater demands on America's gasoline supply.

The improvement of automobiles, making them more comfortable and pleasurable also increases the use of gasoline as the automobile, no longer remains idle during inclement weather, but is used the year round.

Weather conditions, prosperity and other factors may alter the estimate to some degree, but taking the country as a whole, it is believed that a decline of the use of gasoline in some districts will be compensated for in others.

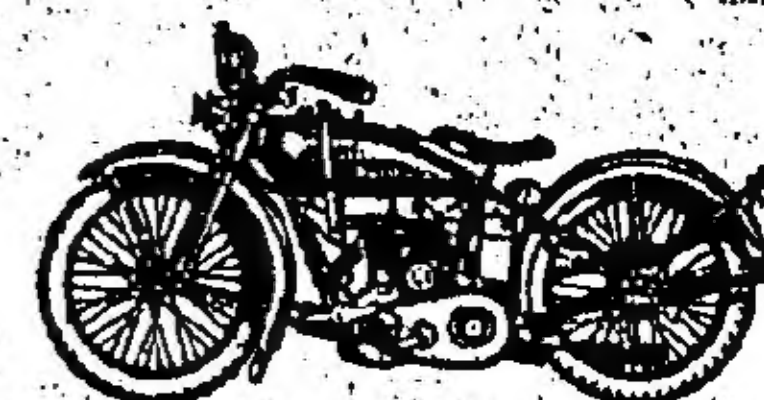
Crude Oil.

Improved refining methods, increased cracking facilities and a desire among refiners not to increase stocks of gasoline makes it difficult to estimate the amount of crude oil that will be consumed during 1926.

However, Stafford estimates that if the amount of crude oil charged to stills in 1926 is in the same proportion to 1925 charges, approximately 387,000,000 barrels of crude oil will be needed.

BIG VEHICLE COST.

More than \$80,000,000 was spent in South Carolina during 1925 for motor vehicles and their operation. About 10 per cent. of a similar amount was spent for roads during the same period.



70-80 SWIFT MILES PER GALLON.

We are pleased to announce that by the
S. S. "EMPRESS OF ASIA"

We received two models of the famous
**HARLEY-DAVIDSON SINGLE CYLINDER
OVERHEAD MOTORS**

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.

Model AA—Equipped with a foot operated clutch, footboards and the touring type handlebars.

DROP IN AND ALLOW US TO DEMONSTRATE
THESE WONDERFUL MACHINES.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

2, Kwong Wah Road, (Opposite the Steam Laundry), Kowloon.



Mobiloil

Make the chart your guide

THRIFT.

The best is the cheapest in the end. Everybody recognizes the truth of this common proverb of the thrifty. For thrift is not a matter of pinching pennies. It is the result of a careful buying plan calculated to give the greatest return to the buyer.

Gargoyle Mobiloil returns to its users, month after month, year after year, a dividend in the shape of unceasing service. Gargoyle Mobiloil is made to meet the demands of shrewd motorists who know the best is the cheapest—who know that true economy lies in buying a dependable lubricant.

A substantial saving in operating costs, resulting in greater mileage from a smaller investment, can be secured by using the Correct Grade of Gargoyle Mobiloil.

VACUUM OIL CO.

HONGKONG AUTOMOBILE ASSOCIATION

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the Members of this Association will be held in the Office of Messrs. Jardine, Matheson & Co., Ltd. on Tuesday, 23rd March, 1926, at 5.15 p.m. to pass and adopt the Accounts for the year ending 31st December, 1925, and to elect Officers, etc.

By Order,

E. M. HODGSON,

Hon. Secretary



Harry Lorraine, English daredevil, drove a motorcycle at 60 miles an hour through a pane of glass. He sustained two slight cuts. Picture shows him at the moment he crashed through.

AUTOS ON FARMS.

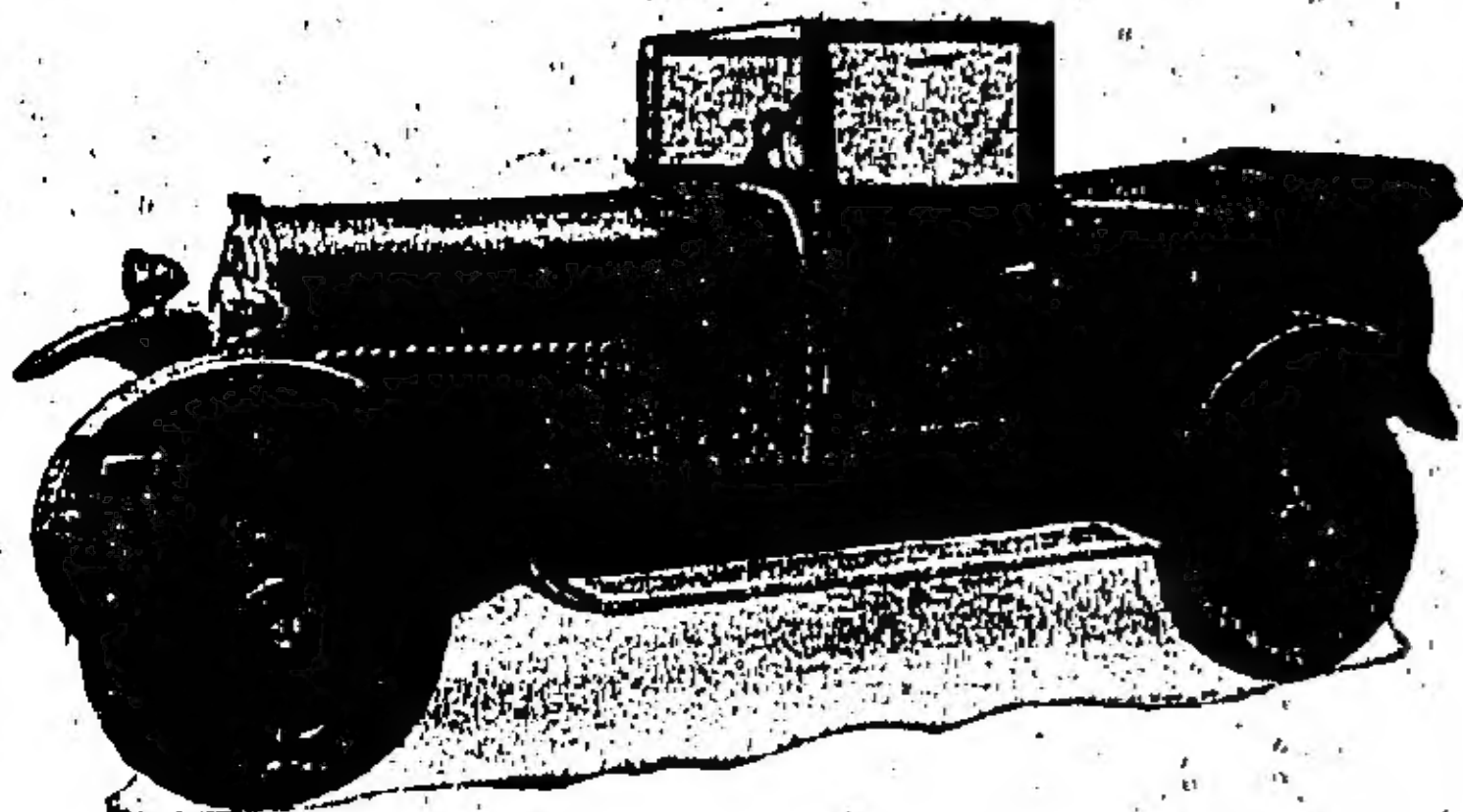
More than 50 per cent. of the farm women in the mid-western and northern states of America run their own cars. The survey which brought out these figures does not tell how these women use their cars, but since the same survey shows that 67.7 per cent. of the farm women in that district still draw water from wells or pumps outside of the house, and only 27.8 per cent. have sinks with drains in their kitchen, it is safe to say that they are not burning up much gas in "gadding."

CARS BECOME BURDEN.

A state law in Oregon, which provides that the relinquishment of title on an automobile must be signed by last owner, is making it difficult for dealers who own repossessed cars. Purchasers of autos who have lost title on their cars because they failed to make payments have refused to sign certificates, making it impossible for the dealers to obtain licenses on the cars.

G. W. K.

THE EASIEST CAR TO DRIVE



Ideal for Hongkong
10.8 H. P. (Four Seater)
A Gear for Every Gradient
\$1,050. Ready for the Road

Full particulars from:

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.



Bringing in More Petrol.

The vast amount of British labour employed directly and indirectly by the petrol distributing companies in England is almost unknown to the general public. Apart from the comprehensive organisation engaged on the actual distribution work, the coastal and river craft needed, the tankage to be erected and the fleets of road and rail tank wagons to be built, renewed and kept in repair, British shipping benefits directly from the activities of those concerned. The proprietors of Pratt's Motor Spirit, for instance, have on order for early delivery at the present time, no fewer than five tank vessels, their total carrying capacity being not less than 411 tons and the total cost is £28,000. All these vessels are British built.

Look Before You Leap.

A Birmingham motor van driver was recently the most surprised man in the country. Driving a van laden with furniture on a pitch dark night, he suddenly felt the vehicle slip sideways and come to a violent and sudden stop. He at once jumped out—and fell 14 feet into the flooded River Winion. It was afterwards discovered that the van had skidded on to an embankment and was actually suspended above the river.

Audible Warning.

Many motorists have lately been prosecuted for not giving audible warning of approach at cross-roads or dangerous corners. The defence in many cases has been "ignorance of the regulations." It would be well if drivers realised that, in addition to the moral obligation to sound their hooters on such occasions, there exists a legal obligation, the breach of which may mean conviction and fine.

A Hardy Pedestrian.

Whilst walking in High Street, Chiswick, a man was knocked down by the mudguard of a passing car. Several people went to his assistance, but before they had dragged him out of the way another car came along and ran right over him. This, however, did not subdue the hardy Chiswickian, who, declining medical aid, rose to his feet and walked off home—apparently unhurt.

London Accidents.

A statement recently issued from New Scotland Yard contains the accident figures for the Metropolitan area over a period of three months.

Altogether, there were 23,489 accidents reported to the police and 194 resulted in fatalities.

It is significant that out of the total of 194 fatalities only 63 are attributed to private cars. All the figures show a reduction on those for the preceding three months.

Speed Trap Warning.

A motorist was recently fined for obstructing the police in the course of their duty by warning other cars that they had entered a "police trap."

It is an offence to do this only when the motorist warned is driving in an illegal manner at the time the warning is given to him.

B.S.A. Take Up Radio.

It is officially announced that the Birmingham Small Arms Company, Ltd., of Birmingham, manufacturers of the world-famous B.S.A. rifles, cycles and motor-cycles, have entered into an agreement with the Standard Telephone and Cables Ltd. (formerly Western Electric Company, Ltd.), whereby the developments of the latter company in connection with radio broadcast receiving apparatus will operate for both companies. A new B.S.A. Company has been formed under the name of B.S.A. Radio, Ltd., which company will market the new B.S.A. products. The head offices of B.S.A. Radio, Ltd., is at Small Heath, Birmingham.

Mr. J. W. Bryan, who is well known as the firm's Publicity Manager, and who has been closely connected with the company's sales departments, will be in charge of all matters relating to sales of B.S.A. Radio, Ltd.

An Enlightened Coroner.

"In these days when there are many motors on the road, it is the duty of pedestrians to exercise the greatest care, not only in their own interests, but in order to assist careful drivers."

Motorists in general will heartily endorse this remark (which was recently made by the Dudley Borough Coroner), and await hopefully for the time when all coroners will take up this broad-minded and reasonable standpoint.

Bullying a Motorist.

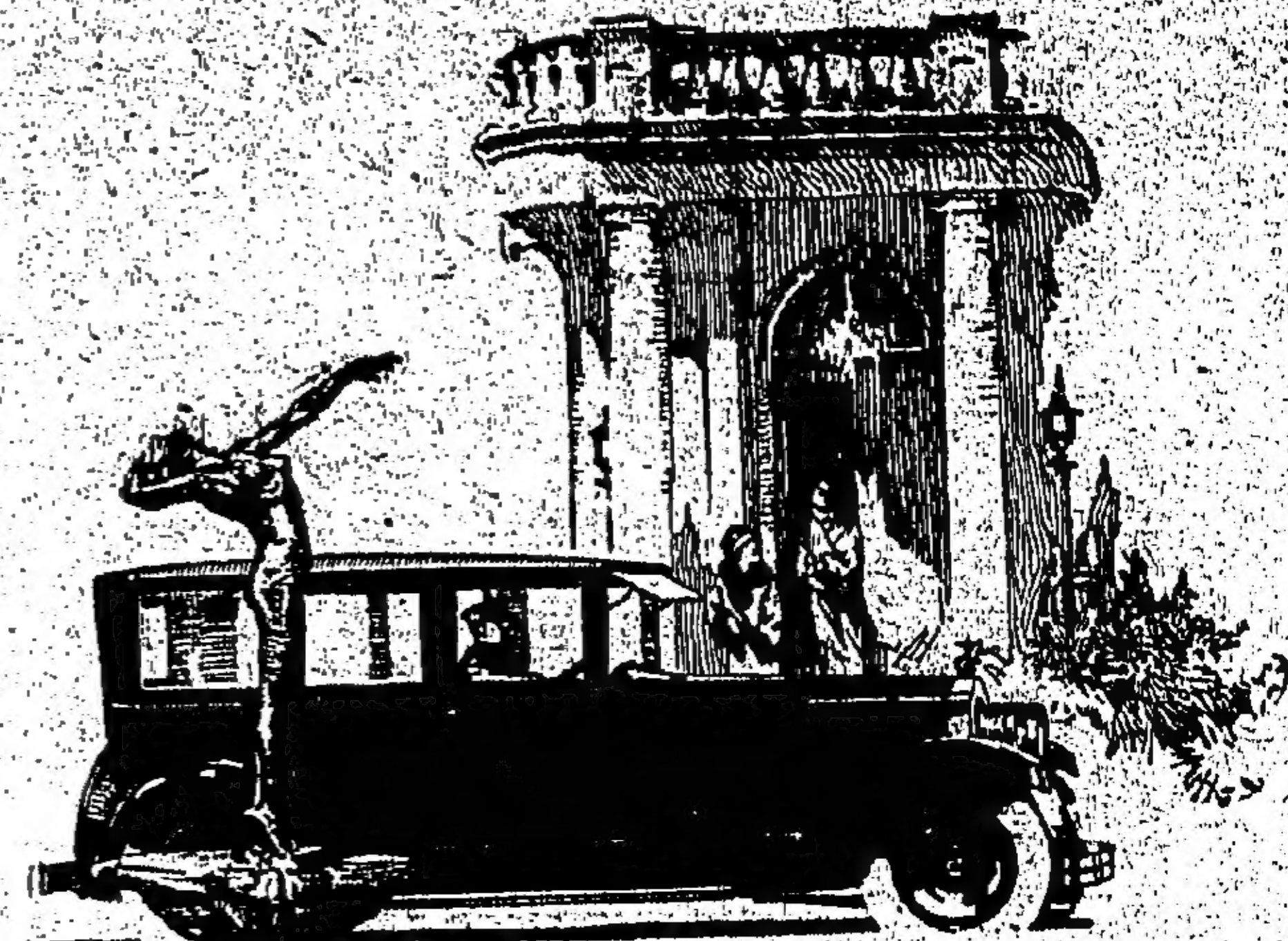
The Chairman of the Magistrate at Bridlington Police Court Petty Sessions recently rebuked a police inspector for "bullying." The inspector wanted a motorist to go into the box and state that he was not the driver in respect of whom a summons for dangerous driving had been issued. It was pointed out that the police must prove not only that a car in question belonged to the defendant, but also that he committed the offence.

"Murder or Manslaughter."

In the United States of America the authorities have decided that if a motorist drives, through a crowded street at 60 miles an hour, in trying to escape an arrest, and knock down and kills a pedestrian, he is guilty of murder. The English law hardly goes so far as this, but reckless conduct which is likely to lead to, and results in, death is technically murder. Most juries in England, however, prefer to return a verdict of manslaughter.

TRADE-IN PLANS.

A Kansas City autodealer has a novel way of determining the trade-in price for a used car. His plan is to clip from the daily newspaper a list of want ads, offering for sale a certain automobile of a particular model. The average price listed for these cars is the amount he allows on a trade-in.



PACKARD

WHAT is beauty—in a woman, a painting or a motor car?

And who may judge, personal tastes differing as they do? Only when critics of many tastes agree, can one object lay claim to leadership.

It is no coincidence that Packard has won first place in a dozen beauty contests in different parts of the world.

That Monte Carlo, Vichy and Biarritz; Lisbon, Buenos Aires and Madrid; Rio de Janeiro, Baden Baden and other equally cultured centers should all have publicly acknowledged Packard's leadership, is convincing evidence of the fundamental nature of its charm.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley.
Telephone C. 1246 or 1247.

ONLY PACKARD CAN BUILD A PACKARD

DODGE BROTHERS

SPECIAL TYPE-B SEDAN

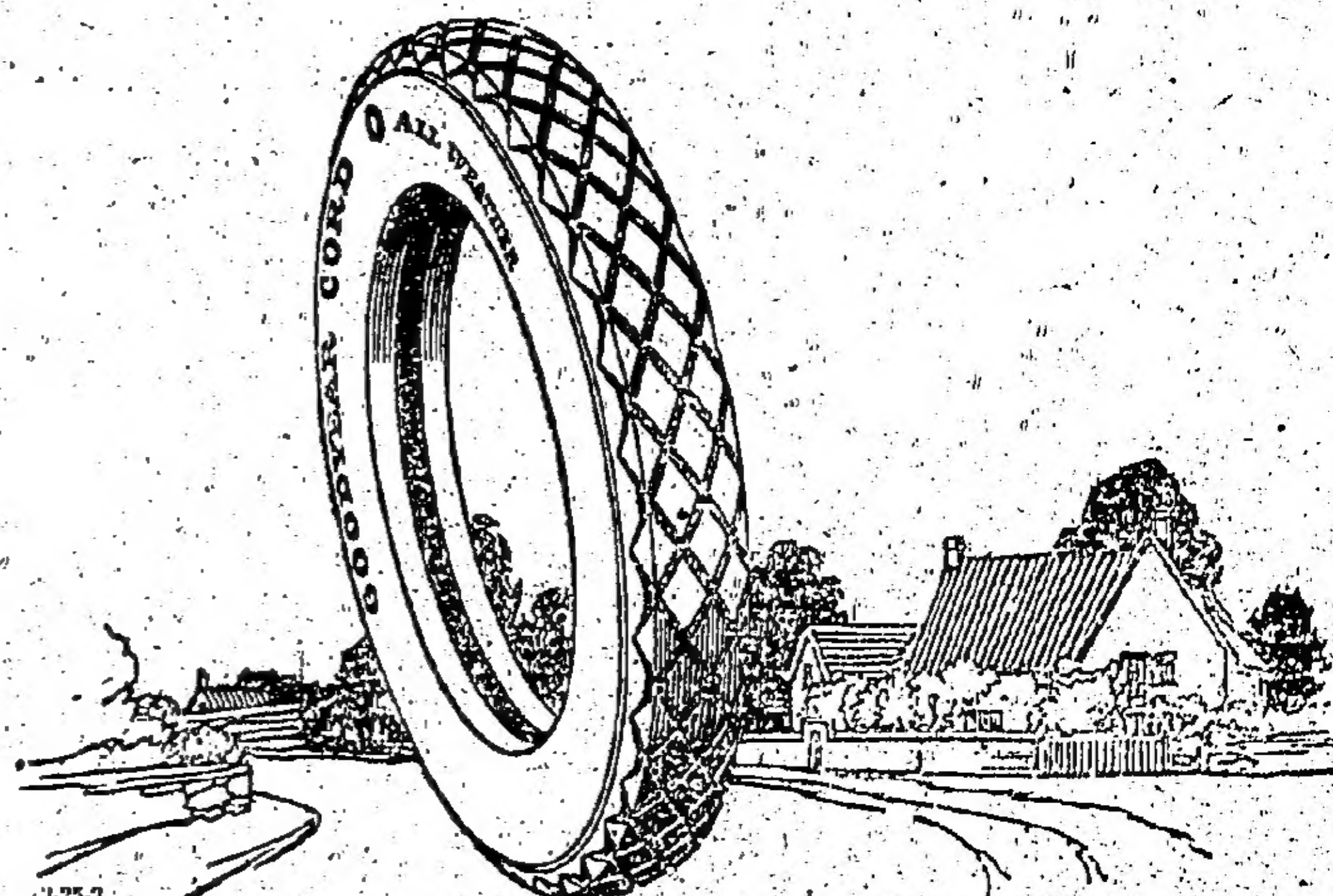
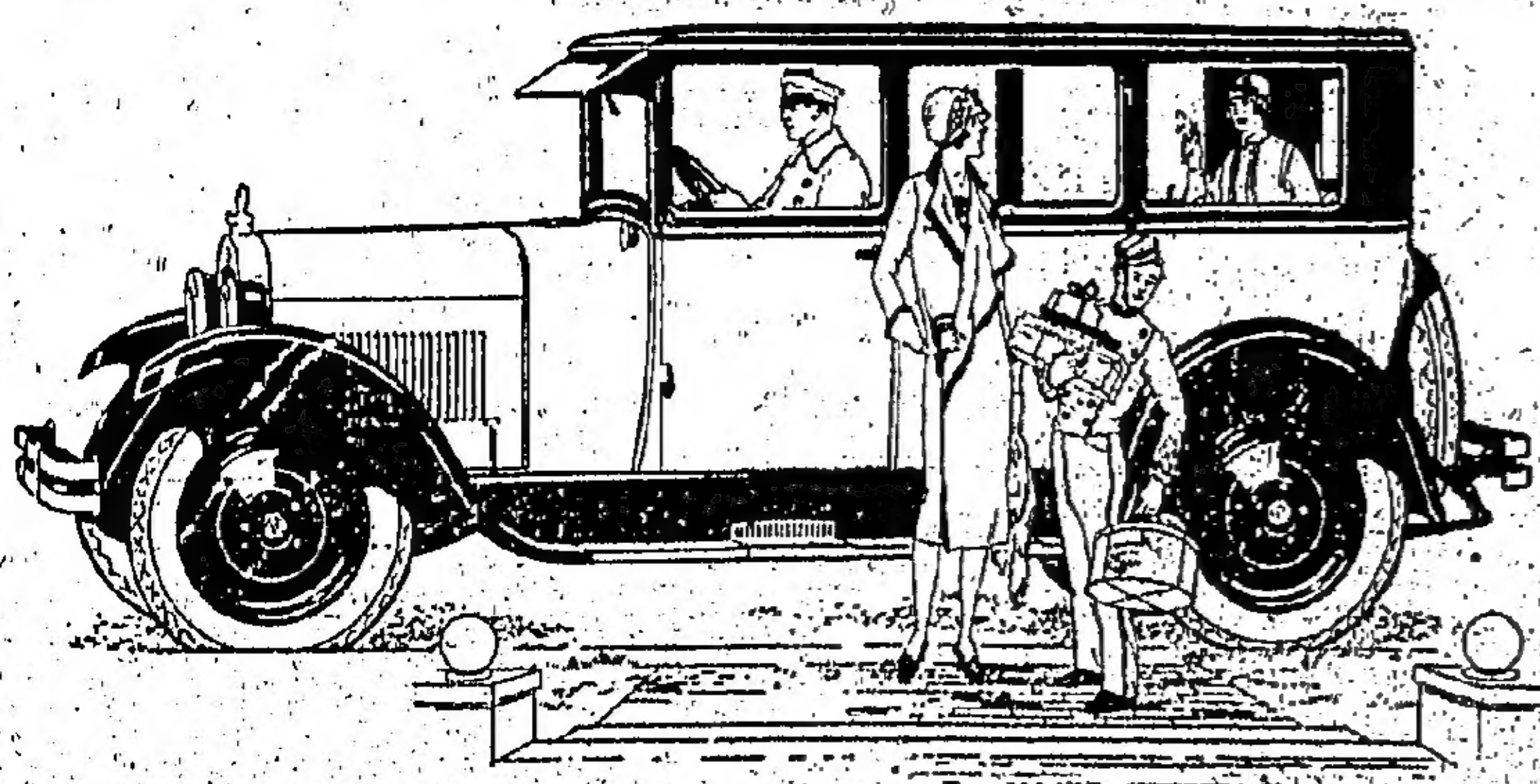
To lounge restfully in the ample rear seat is an experience in motoring luxury. Its desirability is further heightened by the smartness and good taste of the special equipment.

You are pleasantly aware, too, that the car is everywhere admired, not alone for its beauty but for the genuine goodness and dependability which Dodge Brothers have built into it.

It is this knowledge—that you are enjoying luxury without sacrificing economy—which, in the final analysis, is the solid foundation on which rests your pleasure in owning the Special Type-B Sedan.

The Dragon Motor Car Co., Ltd.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY ... TEL. C. 1246 or 1247



Safety—in the All-Weather Tread

In addition to its unusual toughness and resistance to wear, the All-Weather Tread Tyre is the greatest contribution to tyre construction ever made towards the prevention of skidding.

Its hundreds of sharp edges oppose a multiplied right-angle resistance the instant your car tries to swing from a straight course.

For immunity from tyre trouble fit Goodyear—All-Weather Tread Tyres.

Next Time Buy

GOODYEAR
CORD TYRES

Made with SUPERTWIST

MADE IN CANADA

DISTRIBUTORS

ALEX. ROSS & Co. (CHINA), Ltd.

BANK OF CHINA BUILDING, HONGKONG

BRITISH DUNLOP CORDS



(Made at Fort Dunlop, Birmingham).

They cost no more than other tyres.

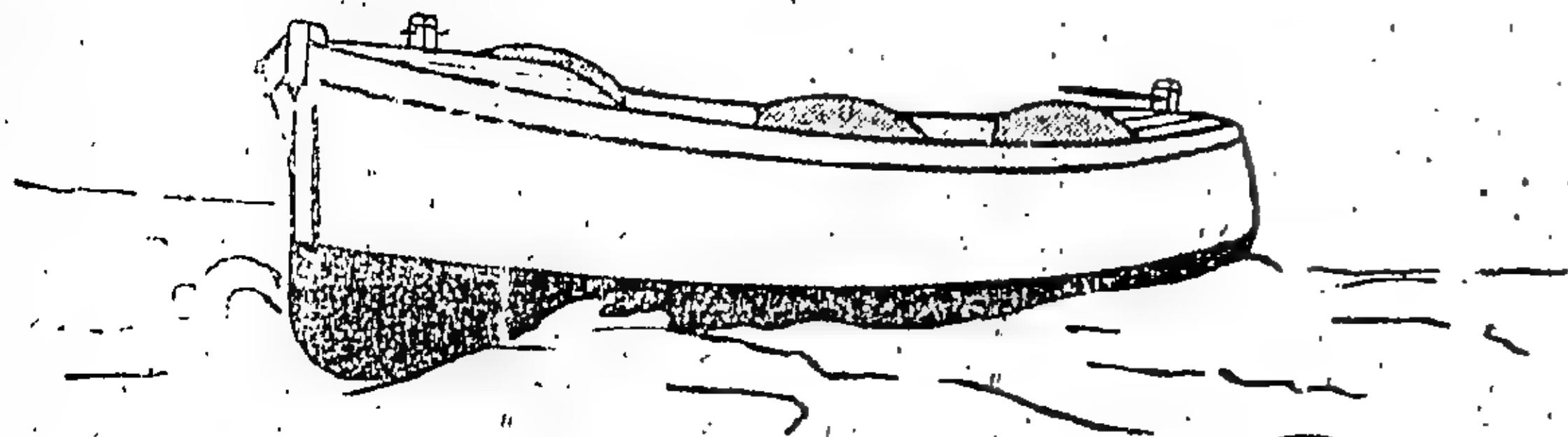
The product of the PIONEER firm of Tyre Manufacturers, they rank as the GREATEST OF ALL TYRES.

Look for the mark "Made in England".

DUNLOP RUBBER Co. (China), Ltd. HONGKONG HOTEL GARAGE,
Hotel Annex Building. Distributors.
Telephone Central 4554. Telephone Central 4750.

THE AILSA CRAIG HARBOUR LAUNCH

SPEED 7 KNOTS.



BRITISH THROUGHOUT

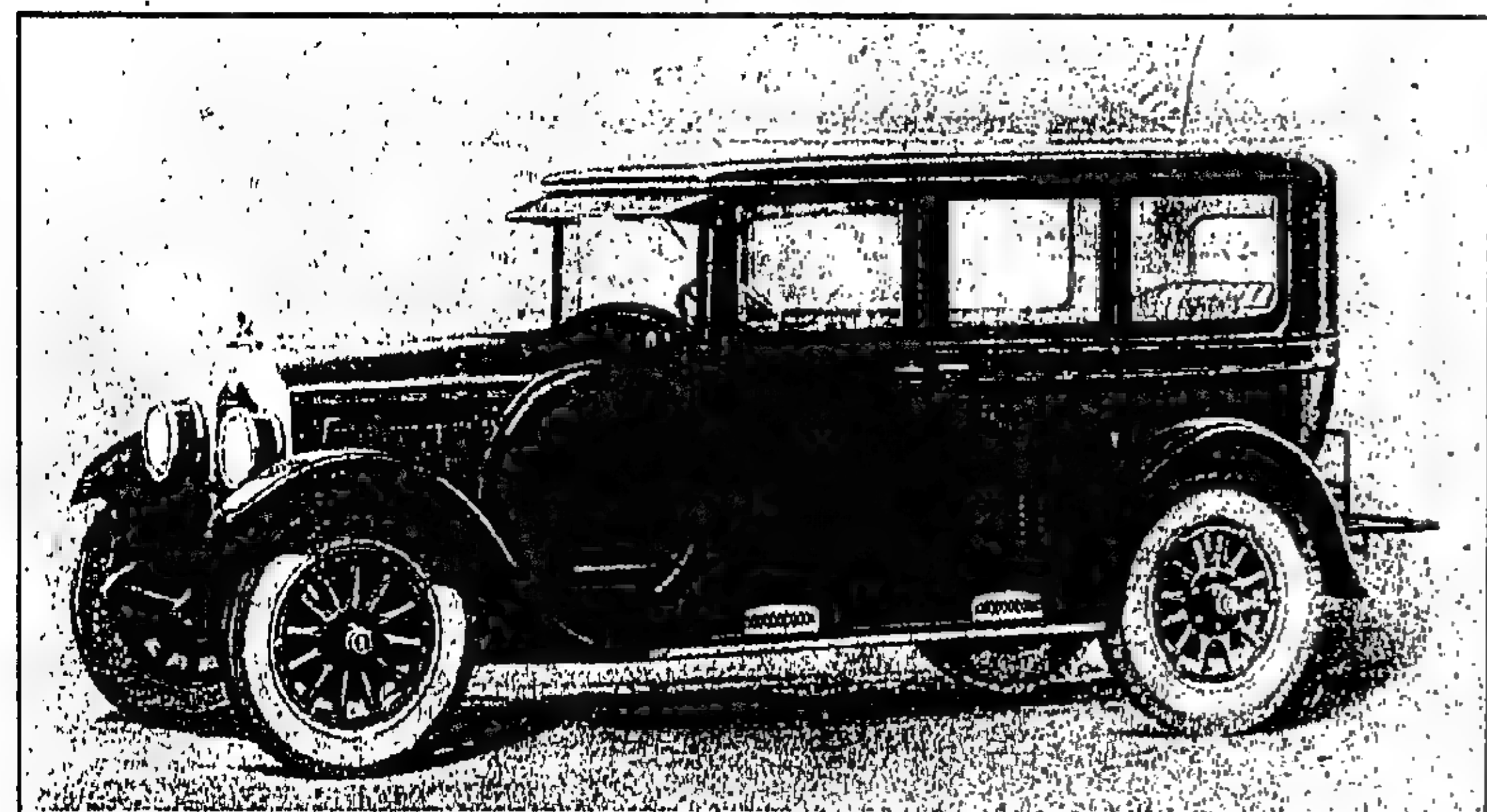
COMPLETE \$2350 DELIVERED HONGKONG

Sole Agents. DODWELL & Co., Ltd.

When you see
the Maple Leaf



—it Means
British and Best!



Buick Designed—Buick Built—Buick Powered, with Ample Room for Seven.
A BRITISH EMPIRE PRODUCT TO BE PROUD OF

Sole Agents:

The Hongkong & Kowloon Taxi Cab Co., Ltd.
33-35, Des Voeux Road, Hongkong.

NOT WHAT IT SEEMS.

The Morris car's a washout—a washout through and through! And in case you don't believe me, I'll explain it all to you!

It has running boards that do not run, wings that cannot fly, Tyres which never tire, and pliers that don't ply!

There's nuts that have no kernels, washers that don't wash, Crankshafts that aren't cranky (Oh! Isn't this some bosh!) There's wires that aren't delivered, bodies without legs, Bushes with no berries on, and yokes that have no eggs!

There's corks without the bottles, tubes that have no trains, Drives that take you nowhere (this taxes all my brains!) There's housings with no lodgers, brake shoes without feet, Hoses that ladies would not wear, and drums you cannot beat!

There's worms that do not wriggle, shackles without meat (This verse 'll make you giggle, so hold tightly to your seat!) There's stays that have no laces, flywheels with no flies, Shims that cannot shimmy, and balloons that never rise!

There's links you can't play golf on, bars that don't sell beer, Joints that make no gravy (by Jove! that makes me queer), There's masts with no flags flying, retainers without fees, Liners that have never sailed, and bonnets without bees!

There's guards that have no rifle, spokes that never speak, Frames without a picture, and caps that have no peak! There's dicky's, but not dicky birds, pipes you cannot smoke (This rhyme is getting much too long, and quite beyond a joke!)

Well, there, at any rate I've proved, that what I said is true! The Morris car "What's that you say. That I'm a washout too?"

I'd have you know, ungrateful sir, my speedo's registered. Exactly ninety thousand. (Ed.: "Get out! You've got the bird!") G. Clarke in the Morris Owner.

GOBI DESERT.

ANOTHER EXPEDITION.

Scientists from the American Museum of Natural History will this summer make a fourth invasion of the Gobi Desert in Central Asia "which will be more spectacular and also more difficult than any we have had," writes Dr. Roy Chapman Andrews, leader of the expedition, in a letter to Frederick J. Haynes, president of Dodge Brothers, Inc. While Dr. Andrews and his party made numerous finds of great scientific value, the incident that attracted most attention was their discovery of a nest of dinosaur eggs ten million years old.

Dr. Andrews' interesting comment in regard to the coming expedition was made in a letter ordering four additional Dodge Brothers cars, making nine in all which will be taken into the desert on the next trip. Commenting on this phase of the work, Dr. Andrews said:

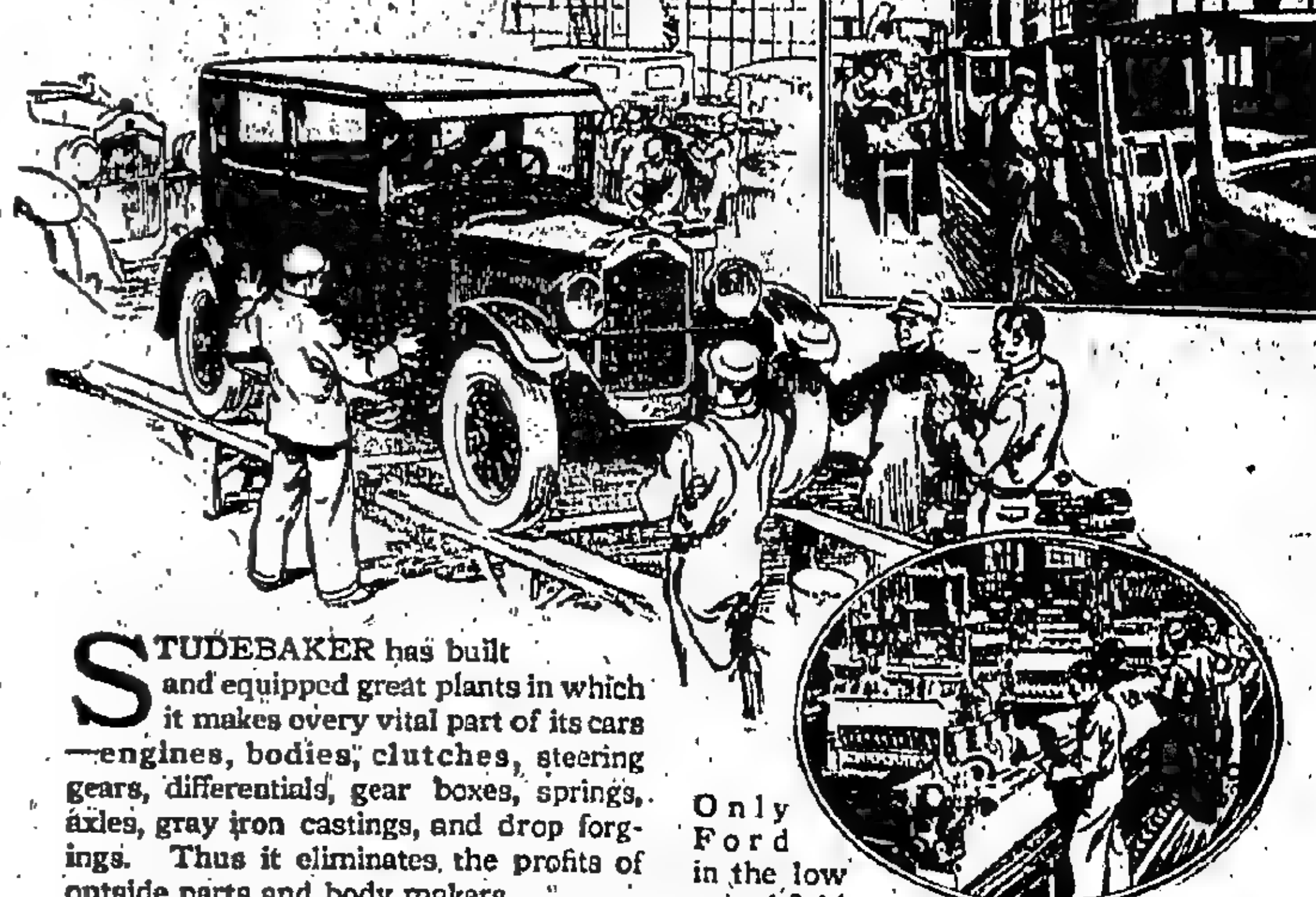
"Through the use of motor cars, the first that ever went into that region, we were able to accomplish in five months what would have required ten years had we relied on camels which, until our experiment with automobiles, were the only means of transportation in that part of the world. We used Dodge Brothers cars exclusively because we tried them out and found they were the only automobiles that would stand up under the strain put upon them.

"We subjected the cars to severe punishment, and they did everything we asked of them. I want to put in an order for four more. These will be for our this year's work, giving us a fleet of nine Dodge Brothers cars. I should appreciate it if you would ship these cars at once as they must be in Peking by April 15 for a trip which will be more spectacular and also more difficult than any we have had."

Fascinating moving pictures of the scientists at work in the Gobi Desert are being shown by Dr. Andrews in the course of a lecture tour covering most of the United States.

Mammoth Factories Give Studebaker "One-Profit" Values

The Studebaker Special Six Coach



STUDEBAKER has built and equipped great plants in which it makes every vital part of its cars—engines, bodies, clutches, steering gears, differentials, gear boxes, springs, axles, gray iron castings, and drop forgings. Thus it eliminates the profits of outside parts and body makers. One-profit manufacture not only effects savings which allow Studebaker to use better materials and workmanship, but it ensures perfect co-ordination of units. For every Studebaker part is designed and produced under the supervision of Studebaker engineers.

Only Ford in the low priced field and Studebaker in the fine car field produce cars on a one-profit basis. Studebaker "One-Profit" cars offer more in value, performance and endurance because of the conditions under which they are manufactured.

STUDEBAKER, South Bend, Ind., U. S. A.

THE HONGKONG HOTEL GARAGE

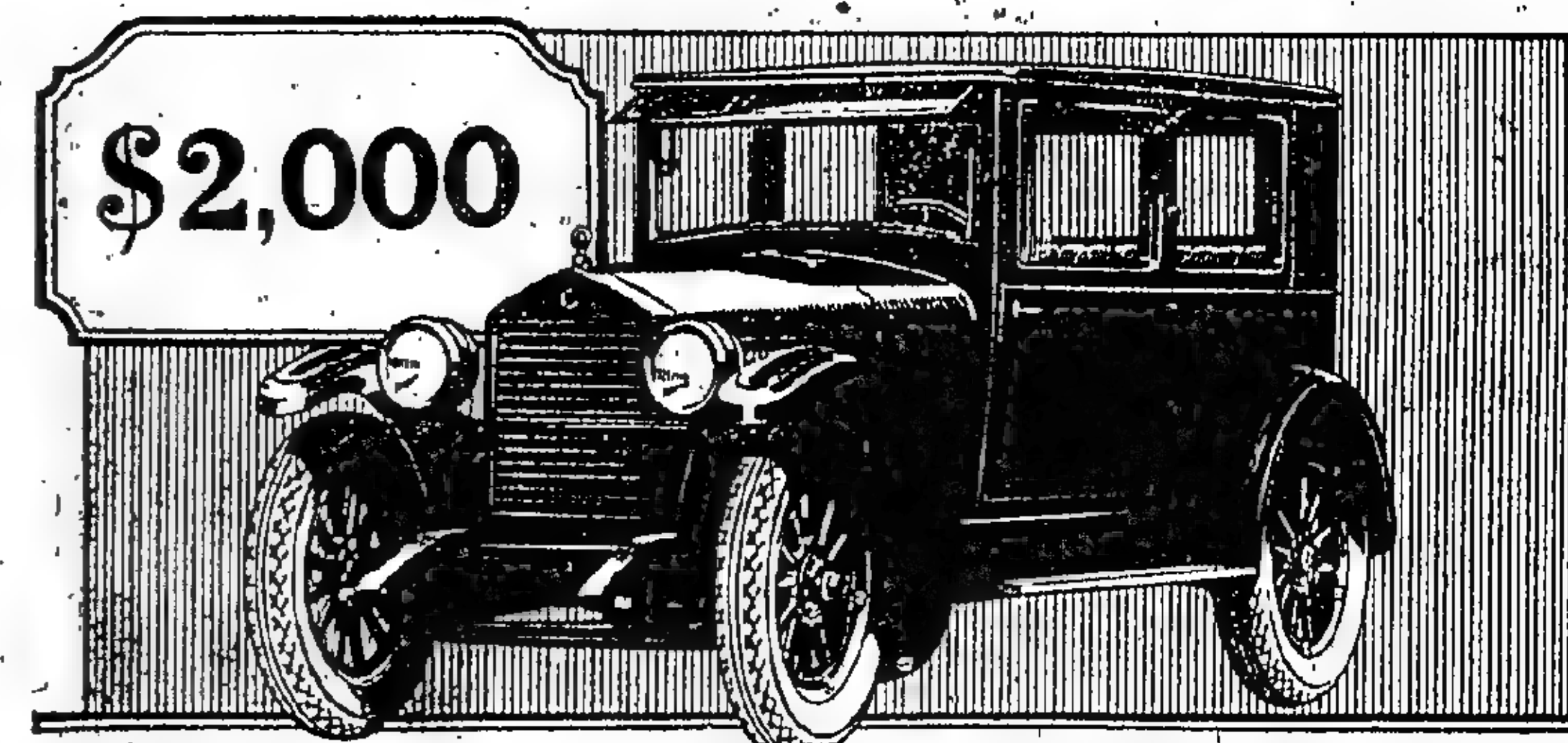
(THE HONGKONG & SHANGHAI HOTELS, LTD.)

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STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 73 YEARS



ESSEX COACH

The largest sales of 6-cylinder cars simply reflects the general recognition of greatest car value. But it is important to note how this position of leadership gives Essex advantages in continually improving value to the buyer—because of volume economy, in purchase of materials, manufacturing savings, and low cost of distribution.

Built on the Super-Six principle, the patents which account for Hudson's famous reliability, brilliant performance and long life, are responsible for the same qualities in Essex. It is the easiest riding and steering Essex ever built—the finest in performance appearance and workmanship. We believe it is the most economical in the world, to own and operate. Its economy consists not only in low first cost and operation expense, but more important, in freedom from repairs expense, the low cost of repair parts when necessary, and long car life.

Now it holds the greatest price advantage with the finest quality Essex ever offered.

World's Greatest Values

Everyone Says It—Sales Prove It

ESSEX TOURING

\$2,000 Hudson Brougham - \$3,000
Hudson Coach - \$1,000
Hudson 7-Pass Phaeton \$3,000
Hudson Sedan - \$4,000

THE DRAGON MOTOR CAR CO.,
LIMITED

33 WONG NEI CHUNG ROAD HAPPI VALLEY

HEAVY TAX RETURNS.

Gasoline tax collections for the state of Indiana for the second quarter of 1925 amounted to \$1,812,026.97, showing an increase of \$565,595.66 over last year's second quarter.

CENTRE ROAD GUIDES.

Illuminated traffic and street guides, placed in the centre of intersections, are replacing the old lamp post and its signs. The guides act also as dummy traffic cops.

BIG SHRINE TREK.

Shriners from all part of the country will be burning up the highways leading to Los Angeles in June. Many groups will form caravans that will make eighting trips across the country.

IF NOT, WHY NOT?



By FRED GILLET

Ever since I heard that Hamlet had taken to wearing plus-fours on the stage in place of the conventional black doublet and hose I had been intrigued to know what his next move might be. For if plus-fours and a pull-over, why not live up to them and acquire the rest of the outfit? For a man in plus-fours without a car is like Hamlet without the Prince of Denmark.

The Moody Dane.

It was not easy to obtain an interview with the Moody Dane in his down-like isolation at Elsinore. However, by button-holing that old gossip Polonius and explaining my mission, I was admitted by the stage door, and found the late Prince of Denmark strolling on the battlements, accompanied by his sparring partner Horatio—the latter wearing balloon-like, low-pressure Oxford trousers.

"Most potent, grave and reverend signifiers," I began, wishing to say something Shakespearean. "Many come up, so to, odds bodkins and all that sort of thing, don't you know?"

"Hush!" said Horatio. "Don't talk Elizabethan to him or you'll start him soliloquising. We are trying to break him of that habit. We are trying to instil some cheerfulness into him by bringing him up-to-date. Get a bit of the 1926 model into your conversation."

"Right-ho!" changing my tone and double-declutching my language, as it were. "How frightfully are you, awfully dear old thing, what?"

"Old thing? These things are new and dear at that. Methinks they are down-gyved at the knees. Are these such stuff as modern bags are made of? I would the fair Ophelia saw me now, burgeoined in bags that beat Old Bond Street's best. She might be moved to bid me hoist my slacks, pull up my socks and haste to press my suit."

So soliloquised the Moody Dane, regarding his plus-fours with some approval.

"How long has this fit been on him?" I asked.

"A fit, yet not a fit. That is the question," mused Hamlet, regarding his baggy knees dubiously.

"Seest thou these fogs, Horatio? How can a man soliloquise in these?"

"My lord, such splendid bags here never run, not even on a grouse moor. Therefore grease less, my lord."

"Methinks, like charity, they cover a multitude of shins," mused the Dane.

To Business.

"My lord Hamlet," I interrupted, "I did not travel all this way to hear speeches. I am here to talk business."

"You are a traveller—a commercial one? You come to sell me something up-to-date? What is your line? I'll be no more a

clothes-line to hang plus-fours on."

"I am no salesman, noble prince," I said. "Though I write lines, I do not always sell them. But I'm intrigued about those plus-fours of yours, and it seems to me thusly. If you don't plus-fours why not do as the rest of the gay and gallant plus-foured throng, and buy a motor car? There, I've said it now."

Hamlet, as though shell-shocked, leant heavily on the arm of Horatio. "What! Hamlet in a car! Ye gods, what next? Shall I give up my broody, moody ways, and gad about holding a steering wheel? Shall I stop mooning and accelerate! Shall these two hands that toyed with Yorick's skull grapple with Stépnay spares and Parson's chains, and take to tickling coyly carburetors! Why, man, 'twould be a clean anachronism! What would that silvered ghost, my father, say?"

"Swear!" sounded a sepulchral voice.

"That's the old man on his haunting rounds," exclaimed Hamlet. "On point duty from midnight until dawn the poor old ghost must walk. It makes him—"

"Swear!" again emphatically from the ghost.

"Well said, old gudgeon pin," said Horatio cheerfully. "Canst travel in the crank so fast!"

"Never mind him," I put in. "What about this motor car business?"

"No, sir," said Hamlet. "There's been enough trouble in our family without introducing a combustion engine."

"It would be no trouble at all," I assured him. "In fact, it would help to cure your trouble. It's prescribed as a remedy for melancholia. Besides, with a car you could lay your father's ghost."

"How?"

"Why, he walks, does he not?"

"Nightly."

"Buy a car. Drive him. Then he needn't."

The Deal Proceedeth.

"There's more in this than meets the eye," said Hamlet. "There are more things nowadays on the road, Horatio, than were ever dreamed by a velocipede. What think you of this scheme?"

"A'd good idea—that is to say, a consummation devoutly to be wished," said Horatio.

"And think, Mr. Hamlet," I added, following up the impression I had made on his vacillating mind. "You could take Miss Ophelia out for afternoon tea runs to Rufford Bridge and Wisley Hut. Didn't you once tell her to go to a nunnery?"

"I did—but of course I didn't mean it."

"And did she go to—?"

"No. Marry come up," she didn't."

"If you had a car, you could drive her to a nunnery or a registry, or anywhere else, instead

of to desperation. A woman can be coaxed as well as driven, but not simultaneously. Take her for a few exhilarating runs in the open air and she'll soon be cured of that dangerous habit of drowning herself. And you, lord Hamlet, would be no longer worried about that bourne from which no traveller returns."

"And why not?"

"Because a good car would always get you home."

"The project grows on me."

"And then the Queen, your mother. Think of her under an all-weather hood."

"Auto-mobiled queen, that's good," as Shakespeare said.

The New Grave-Digger.

"And your friend the grave-digger. You'd come across him in the Strand or Piccadilly when ever the road was up—that is to say all the year round. Why! with a little petrol wafted across the foot-lights, sir, with entirely new costumes, lighting effects, motor horns and tool ensemble, you could so transform the play that nobody would recognise it! You'd turn a tragedy into a comedy, with everybody living happily ever after, and nobody dead."

Revenge!

"Aye, there's the rub. What about my uncle. After his gentlemanly behaviour I shouldn't like to think of him living happily ever after."

"That's easily arranged. We'll sell him a Plus-Ford."

"But what about Shakespeare? Wouldn't he object to all these triflings with the text?"

"Not he. He's had his play performed in plus-fours, so the introduction of other anachronisms couldn't matter. So, as I say, sir—if plus-fours, why not a motor car?"

"Why not, indeed?" mused Hamlet. "In fact, I am so impressed with the idea that I shall go to Olympia, and address a stand attendant in about one hundred and fifty lines of blank verse questions, commencing, 'To be or not to be? That is the—'"

The Ghost Stops Walking.

Fortunately the impending soliloquy was interrupted by the sound of a horn and the arrival of a four-seater. Its occupants were Hamlet's parents with Ophelia and Polonius.

"My father's ghost in questionable guise!" exclaimed Hamlet. "Beest thou petrol spirit or—"

"No ghost, my boy," exclaimed the King. "I'm no longer a phantom. I've realised what it is to be alive."

"But how did you manage that, sir? Thought you were dead?"

"No, my boy. The ghost no longer walks. I'm no longer a ghost. Since I bought a car I've ceased to be a perturbed, protesting, perishing, peripatetic pedestrian."

(From "The Morris Owner" by special permission.)

IMPORTANCE OF "CRACKED" PETROL

A REDISCOVERY BY THE U. S. MOTORIST.

A development in the oil industry as important as the discovery of the "cracking" process in refining is the rediscovery of "cracked" petrol by the American motorist. To understand the importance of cracked petrol one must begin with definitions. When crude oil is first heated in the still the volatile fractions (which are called petrol and paraffin in this country and gasoline and kerosene in America) are vapourised off, leaving a residual oil which, in the case of heavy crude oils, is generally used as fuel oil for burning under boilers. This residual oil, by various processes which have now been perfected by refiners, can be cracked—that is, distilled under pressure—so as to yield more petrol and a still heavier residual. Hence the name "cracked" petrol or "gasoline," as against the "straight run" petrol or gasoline which is vapourised off in the first process. It was only in 1920 that the production of cracked petrol began to assume commercial importance.

The development of the cracking process has enabled the increased demand for petrol to be met without proportionately increasing the supply of crude oil. In other words, the supply of crude oil has been made to go further by yielding a larger percentage of petrol. For the years ending September, 1921, 1922, and 1923, the percentage of petrol recovered from a barrel of crude oil in American refineries varied from 26.2 to 26.3 per cent. For the twelve months ending September 1924, the percentage of petrol recovered was 27.8 and for the year ending September, 1925, 32.9 of the quantity of crude oil produced. Whilst the production of crude oil in America in September of this year was only 5.5 per cent. greater than in September, 1924, the production of petrol was 21 per cent. greater. Whereas the crude oil output of the United States for the year to September, last is 58.6 per cent. greater than in the year ending September, 1921, when the cracking process had just begun to assume large proportions, the petrol output is 98.2 per cent. greater. The economic importance of this development of the cracking process can hardly be over-estimated. It means that the consumer of petrol need no longer fear any immediate shortage of supplies. It means, also, that the American producers could stop bringing in new wells for a year and yet the American motorists' needs could be met by using up stocks and producing more cracked petrol.

What has hitherto prevented a more rapid development of the cracking process has been the popular estimation of the quality of cracked petrol. It has been objected that cracked petrol had an evil smell, an unpleasant colour, and was less volatile, so preventing "easy starting" in the motor-car. These objections have now been largely overcome by refiners. Somehow the smell has been avoided or has become ac-

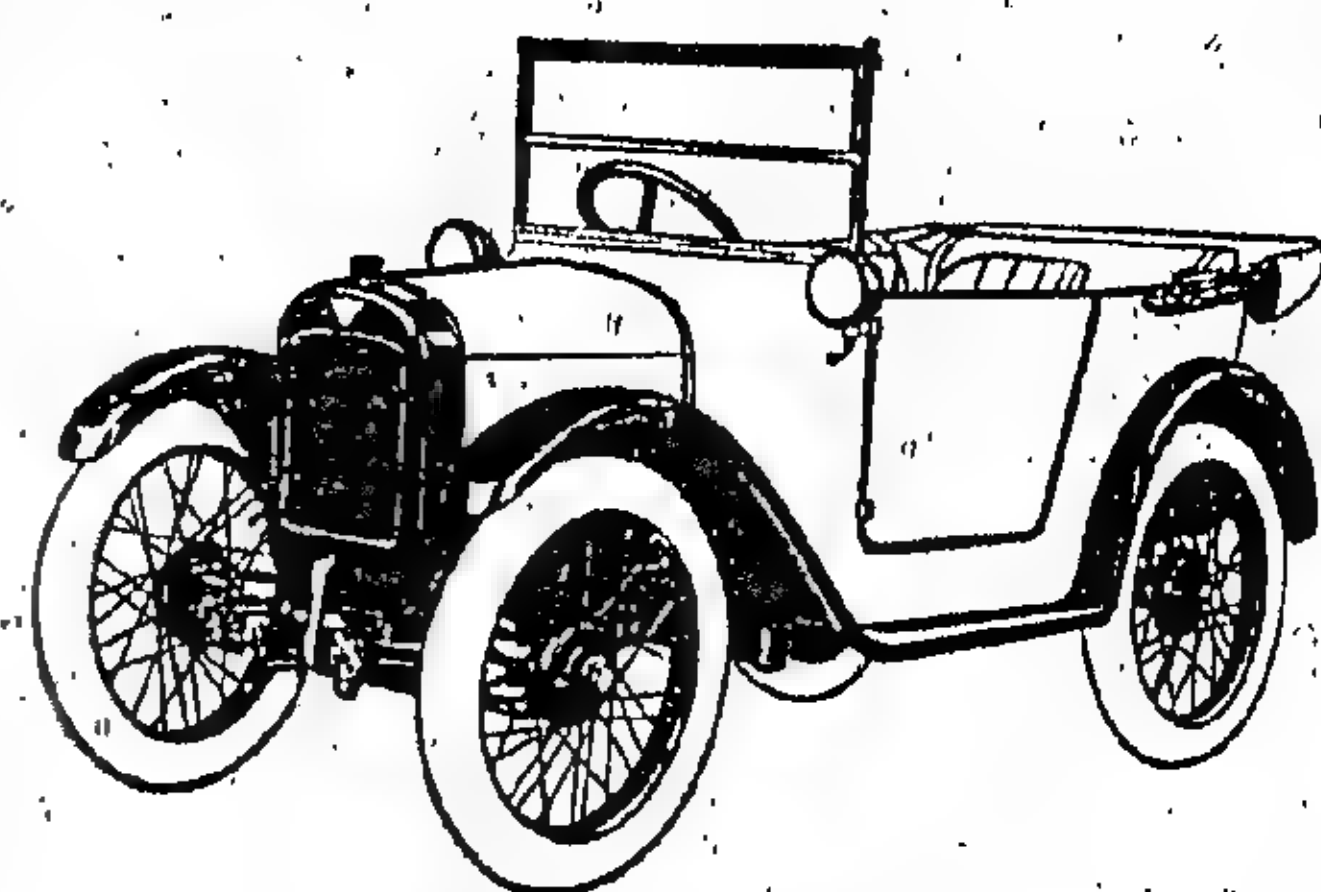
ceptable to American noses; and the American motorist is beginning to find out that cracked petrol gives more power, because it tends to prevent "knocking" in the engine. That is why I described the rediscovery of cracked petrol by the motorist as being as important as the original discovery of the cracking process by the chemist. Originally cracked petrol was mixed with the highly volatile natural gas petrol before being used in the motor-car, but now it is actually being advertised and sold as cracked petrol for its "anti-knock" properties.

If it can be proved that cracked petrol of all descriptions—that is, from whatever kind of crude oil it is derived—is not such a bad "knocker" as straight-run petrol, then every oil refinery in the world will sooner or later instal a cracking plant. The anti-knock properties are not an easy question for the chemist or the motor engineer to decide. Knocking depends upon the chemical composition of the crude oil. In general, petrols are composed of four classes of hydrocarbons—paraffins, olefines, naphthenes, and aromatics. It is now well established that the paraffins are worse knockers than the other hydrocarbons, and that cracked petrol contains large proportions of the olefines and naphthenes, and in many cases moderate amounts of the aromatics. The anti-knock properties of cracked petrol depend ultimately on the character of crude oil and on the type of cracking process employed, but there is no denying that some cracked petrols are exceptionally good motor fuels. Indeed, the Standard Oil Company of Indiana is marketing a cracked petrol which it calls "Solite" at a premium of 3 cents a gallon. No doubt, "Solite" is doctored in order to make good its claims to be "the perfect" motor fuel, but other companies are following this example, and are advertising cracked petrol because it gives greater mileage, freedom from

knocking, and perfect volatility. An American Government test actually showed that cracked petrol produced greater power than an ordinary straight-run petrol.

In this country cracked petrol is almost a novelty. None of the three large petrol companies is advertising or, as far as is known, selling a cracked petrol, though it is possible that a certain amount of blending of cracked and straight-run petrol is done. There is, however, a small cracking plant, using what is known as the Cross process, which is worked by the Medway Oil and Storage Company. The petrol which is produced has been tested in the variable-compression engine and shown to possess anti-knock qualities. In all these

of petrols it is like—say, to compare a cracked petrol with a straight-run petrol derived from the same crude oil. It is useless to compare a cracked petrol with, say, one derived from a crude oil deficient in aromatics. The economic importance of cracking, process to the oil consumer has hardly yet been realised. It is estimated that if the of blending of cracked and straight-run petrol is done. States had been increased by two-thirds last year about 120,000,000 barrels of crude oil would have been "saved," representing a value of \$130,000,000. At the present time the cracking plants in operation in the United States produce one-third of the petrol marketed, or about 3,360,000,000 gallons.



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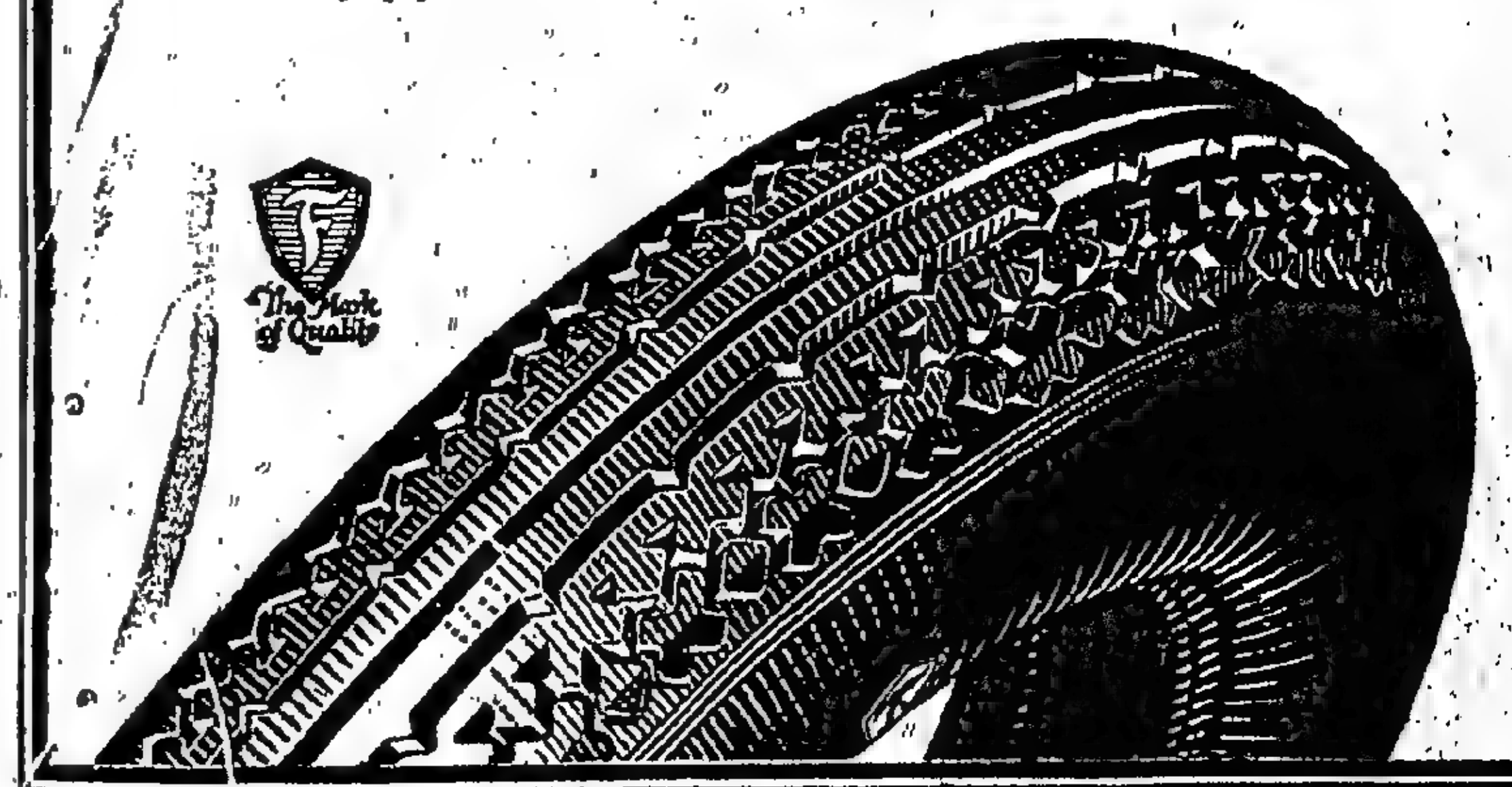
Since the beginning of the automotive industry, Firestone has pioneered and developed tyres. The Full-Size Gum-Dipped Balloon is the Firestone masterpiece—a stroke of master-building.

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BERLIN TAXI RULES.

New taxicab regulations in Berlin admit to traffic large motor cabs, small motor cabs and motorcycle cabs. All of the cabs must carry the same type of taximeters, but while drivers of large motor cabs can demand the full indicated charge, those of small cabs can ask only 75 per cent. and drivers of motorcycle cabs only 50 per cent.

RECORD MOTOR EXPORTS.

Motor vehicle manufacturers in the United States have established new export records in December both for motor cars and motor trucks. There were 31,110 cars and 10,410 trucks exported from United States and Canadian ports. These figures do not include the motor vehicles of American make assembled abroad.

"CAREFUL WALKERS."

When pedestrians were brought before a Washington (D.C.) judge recently for "jaywalking," he organized the "Careful Walkers' Club" with administration of this oath: "I solemnly promise I will not deliberately violate any of the traffic regulations made relative to pedestrian control."

World Leadership justifies Still Lower Prices!

Graham Brothers announce a substantial reduction in the price of their complete line of trucks and motor coaches, effective January 7th.

NEW PRICES

1-Ton Chassis—BB	\$ 975
1-Ton Chassis—CB	1245
1-Ton Lo-Chassis—MB	1295
1-Ton, 150" Chassis—FB	1315
1-Ton, 150" Low Chassis—LB	1365
1-Ton, 120" Chassis—EB	1415
1-Ton, 120" Chassis—EB	1575

f. o. b. Detroit

This is their third reduction in eight months. It brings the price of their product far below any truck of comparable merit.

Large production justifies low prices. Graham Brothers are the largest exclusive truck manufacturers in the world.

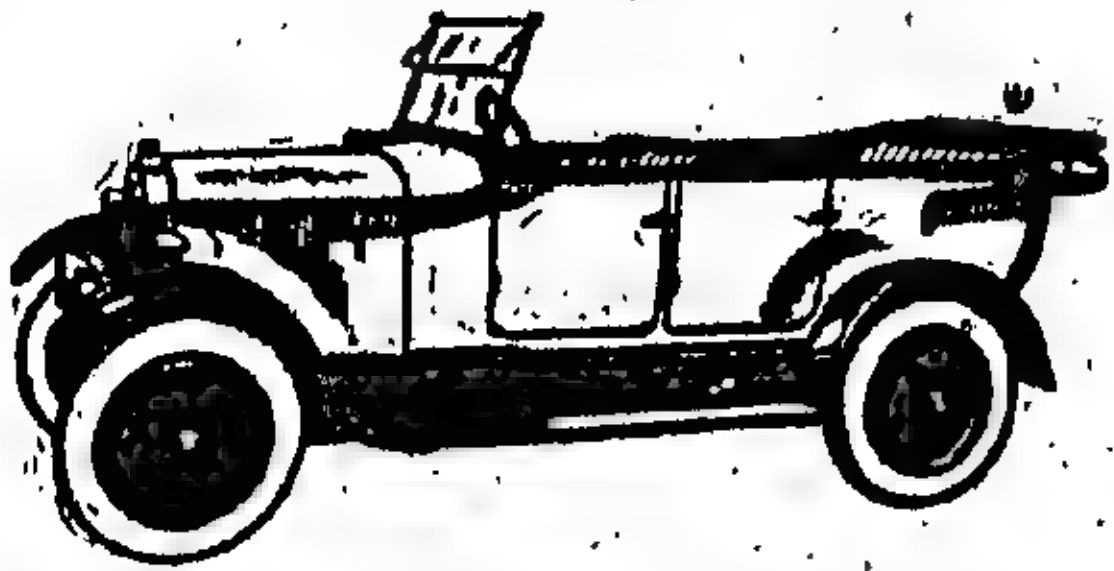
The Dragon Motor Car Co., Ltd.
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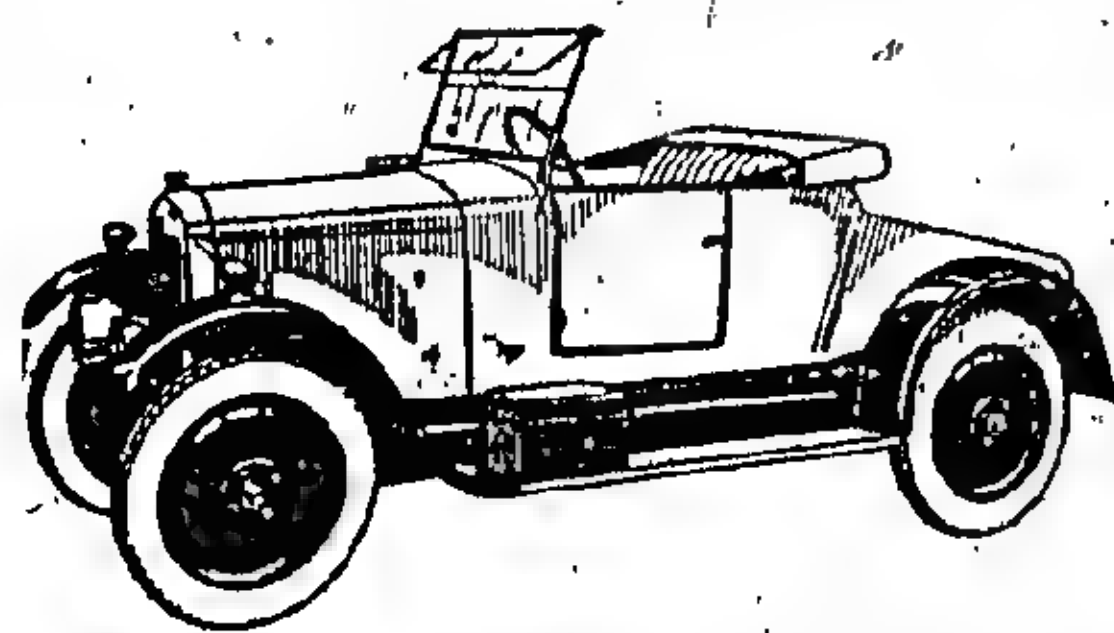
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"
\$2,200

British Throughout



TWO SEATER "DE LUXE"
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Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to—

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HONGKONG BANK BUILDING.

HINTS FOR THE MOTORIST By ALBERT L. CLOUGH EVILS OF OVER THIN ENGINE OIL.

The liability of excessive wear of parts of engines, which are run with oil that is greatly diluted with unburnt fuel or which is of such inferior quality as to thin excessively when heated, has been greatly stressed of late—possibly even more than the facts warrant, as it is being realized that dirty oil is a more serious evil than oil which is merely too thin.

Viscous Oil for Sealing Pistons.
Important as is the influence on lubrication of overthinness of oil, its adverse effect upon the tightness of pistons should not be ignored. Piston-rings, in the last analysis, do not make pistons gas tight in their cylinders. They merely act as supports for the oil that surrounds them and which itself forms the seal which prevents gas leakage. Properly viscous oil holds fast around the rings and resists gas escape, but extremely diluted or heat-thinned oil is blown out and lets the gas by. Low power development in an engine which is running on watery oil may be due more to loss of gases past the pistons than to frictional losses resulting from insufficient lubrication.

Demonstrating the Oil Seal.
To demonstrate the all important part played by the oil film in confining the gases in the cylinder, it is only necessary to handcrank an engine just after it has been treated with liquid carbon-remover or has had its pistons and rings cleaned of oil in any other way. Resistance to handcranking through the compression strokes will be found practically nil, thus indicating a virtually unresisted escape of gas past the pistons.

Diluted Oil "Pumps" Too Freely.
Oil that is too thin to hold fast around piston rings is free to move upward into the cylinder clearance spaces, under the suction acting during the charging strokes and this fact accounts for the excessive tendency to foul spark-plugs and to collect carbon deposits, on the part of engines which are run on greatly diluted oil or oil which cannot successfully withstand high temperatures. If the oil used is not of good quality or if it is not renewed when its useful properties have been lost, an engine will fall off in power and will give ignition and carbon trouble, not to speak of wearing out fast. The recent stress placed upon the dilution of

oil by admixture of unburnt gasoline has somewhat diverted attention from the paramount necessity of using oil which is inherently of good quality, which wears well and maintains its lubricating qualities under prolonged exposure to engine heat, but nevertheless the question of initial oil quality is really of more importance than that of its subsequent deterioration.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)
Aviation Gas For Easier Starting.
Question: I keep my car in a detached, single-stall garage, with no means of heating it and, of course, have all kinds of trouble in starting my engine, all winter. A friend, who is similarly situated has been using aviation gasoline instead of the regular grade of fuel, since cold weather came on, and says that he has had much less starting trouble than formerly. Do you advise my trying this?

Answer: Yes, you will find it helps the situation noticeably, not only by making starting prompter, but in reducing the time required to get the engine running properly. There will also be less dilution of your engine oil and less drain upon your battery. The additional expense for high test fuel will be more than compensated for, by the convenience and saving in time which its use brings about.

Castor Oil for Engine Lubrication.
Question: I have understood that castor oil instead of ordinary cylinder oil is sometimes used in the engines of racing cars. Why is this? If it is better for racing engines, why is it not so for the engines of ordinary cars?

Answer: Castor oil will maintain a reliable lubricating film when exposed to the extreme pressures and temperatures met with in racing, under which all but the best adapted mineral oils are likely to fail and has been used in racing engines very extensively in the past, on this ground. Its use produces so much gummy residue and involves so frequent disassemblies and cleanings of engines, that it is impractical for ordinary use.

INCREASE AUTO IMPORTS.

There is a continued improvement in the automobile industry in the United Kingdom. Eleven months' imports in 1925 of passenger cars numbered 32,163, nearly three times the total for the same period in 1924.

EXTRACTS RUBBER.

A French inventor is said to have discovered a means of de-vulcanizing rubber products. Pure rubber is said to be taken from old and worn-out products by means of a new catalyzing process.

RAILROADS USE TRUCKS.

Many American railroads have found that motor trucks are an asset to their business and at present 33 railroads in the United States and Canada, are using motor trucks as part of their shipping service.

AMERICA'S BUS ROUTES.

There are now more than 7,800 motor bus routes in America, being operated by 5,500 motor bus companies. The greatest bus-using region is the section north of the Ohio River and east of the Mississippi, where 2,700 bus companies operate 3,000 routes.

WE BELIEVE OUR LINES ARE THE BEST.

AUSTIN SEVEN MOTOR CARS
A. J. S. MOTOR CYCLES
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Any of the above can be your assurance of a really happy Summer, full of enjoyable bathing parties and picnics.

GIVE US AN OPPORTUNITY

— to explain how very easy it is to become a satisfied owner.

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World Leadership Justifies Still Lower Prices!

On January 7th, Graham Brothers announced a substantial reduction in the prices of their complete line of trucks and buses.

This was their third reduction in eight months.

It reflected again Graham Brothers' pledge and determination to pass on to the buyer the full economies of rapidly increasing production.

The year 1925 was the greatest in Graham Brothers' history.

It saw them advance to World Leadership in the 1½ ton truck field, and brought them the added distinction of being the largest exclusive truck manufacturers in the world.

Such positions are achieved only by enormous demand for a worthy product.

New prices now available from any Dodge Brothers Dealer

THE DRAGON MOTOR CAR CO., LTD.

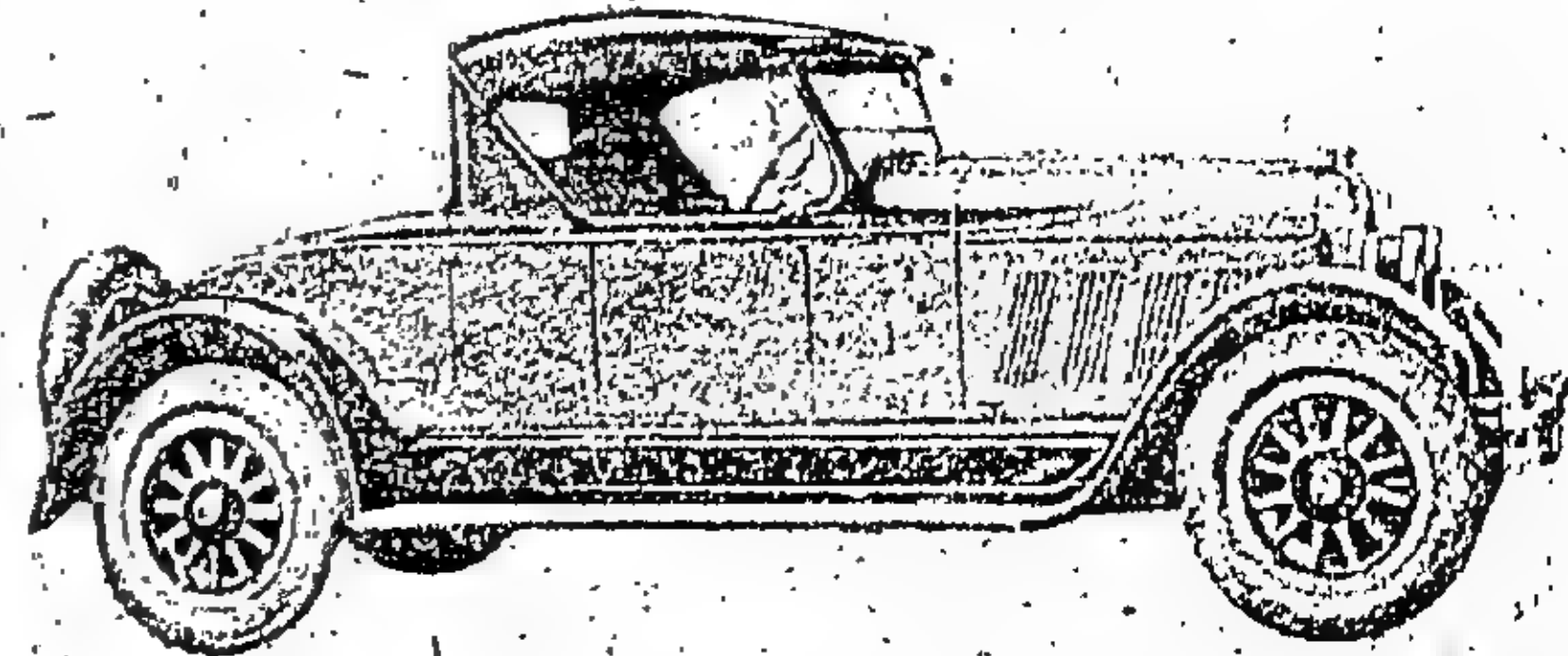
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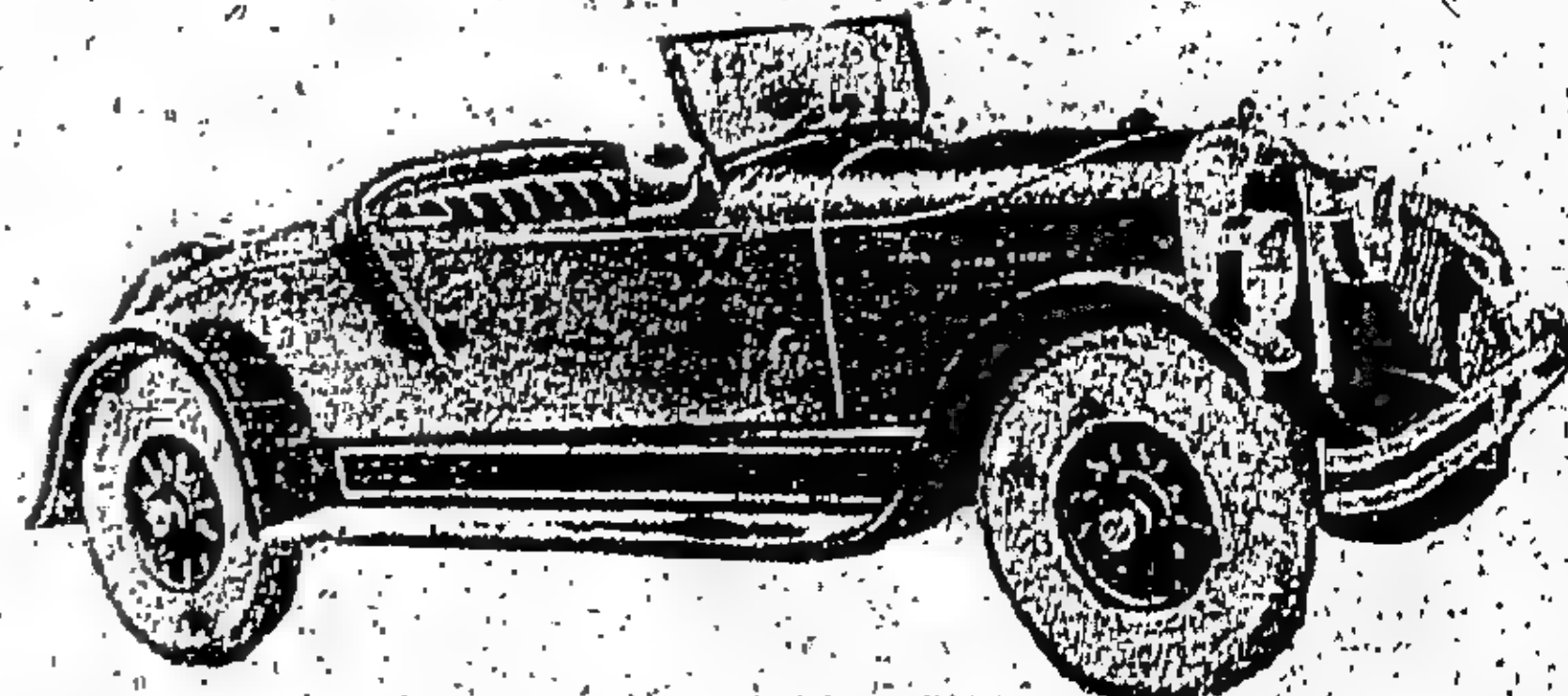
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THE 8-88 ROADSTER



The "pleasure" car of the Auburn line. A run to the Club—Shopping tour or pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door given convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

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Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pep to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models. 120" wheelbase.

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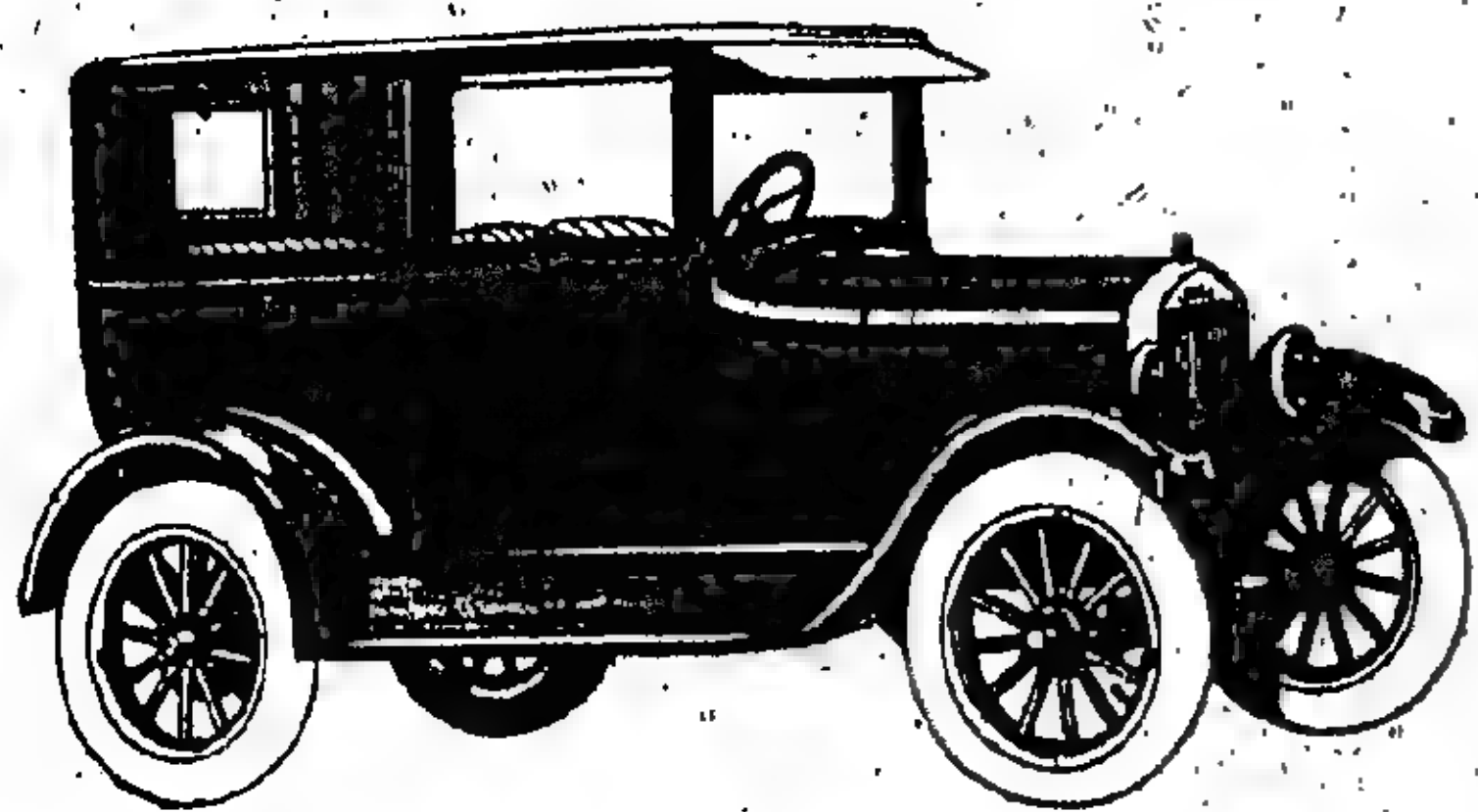
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IS ALWAYS THE SAME
PERFECT QUALITY AND CORRECT MEASURE

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(Incorporated in England)

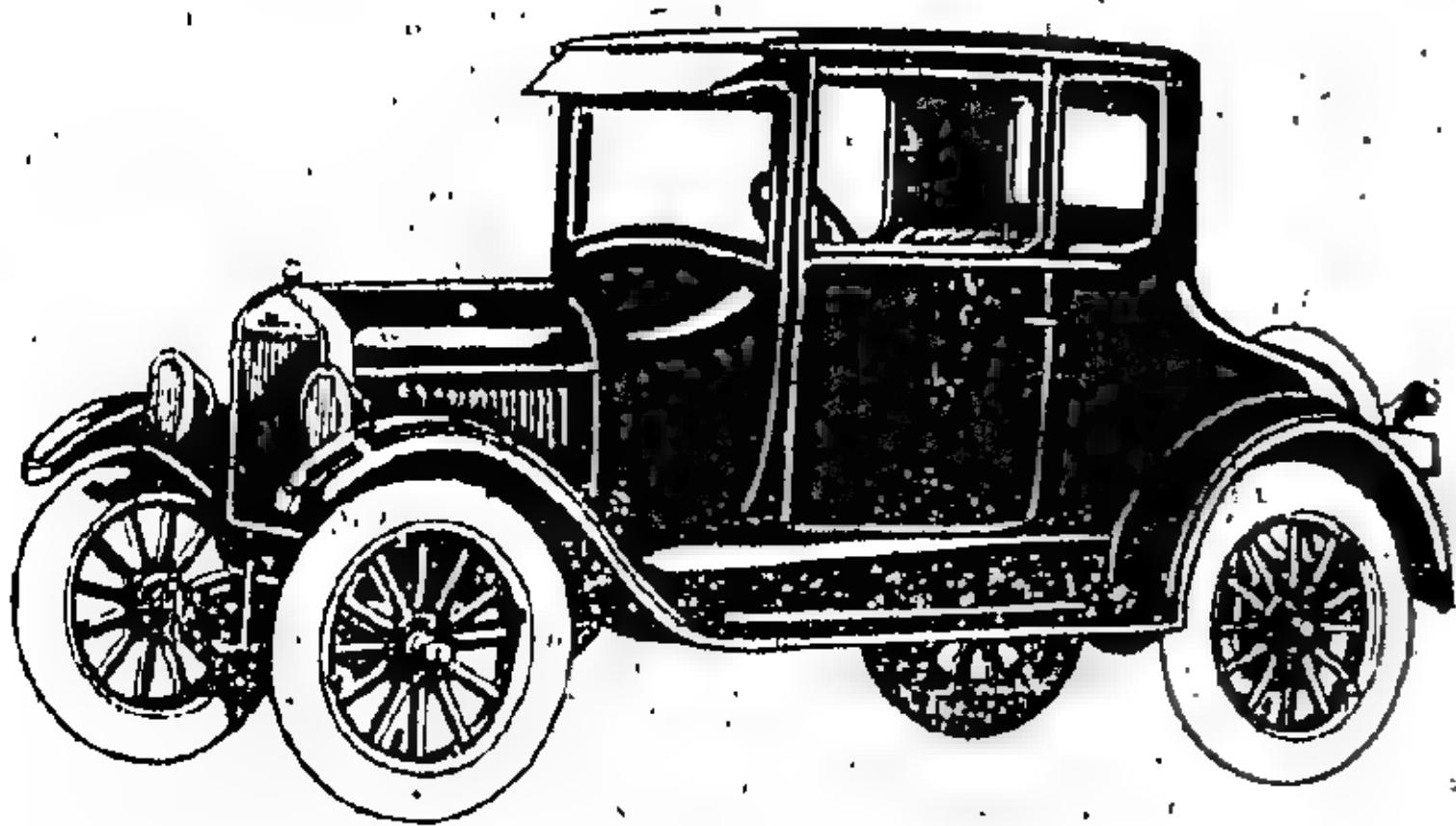
THE IMPROVED Ford



THE TUDOR SEDAN

All-Steel body. Nickeled radiator and head lamp rims. Four cord tyres, windshield wiper, rear view mirror and dash lamp. Price, with self starter and demountables delivered in Kowloon,

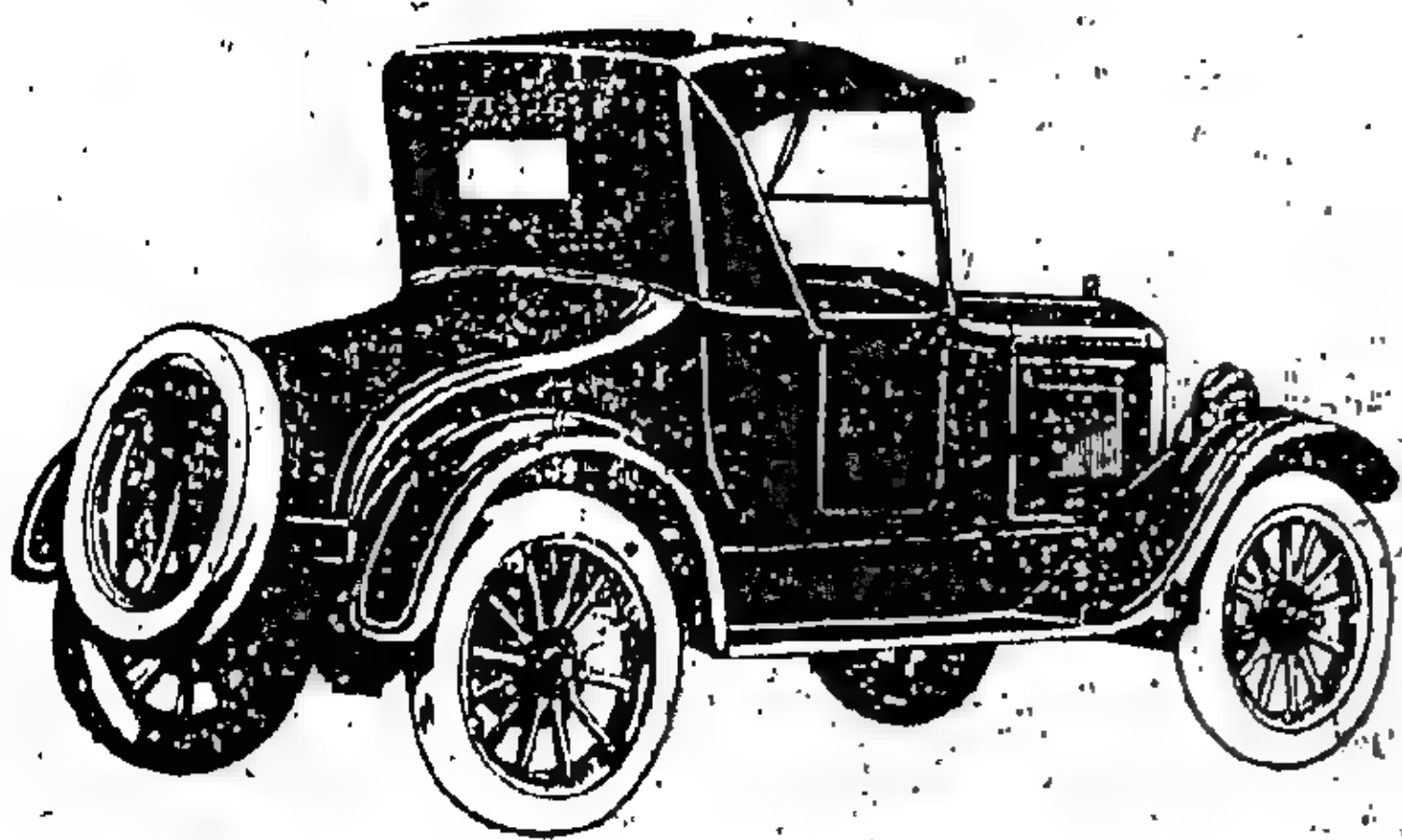
H.K. \$1,525



THE COUPE

All-Steel body, Nickeled radiator and head lamp rims. Large compartment under rear deck. Four cord tyres, windshield wiper, rear view mirror and dash lamp. Price, with self starter and demountables delivered in Kowloon,

H.K. \$1,475



THE RUNABUOT

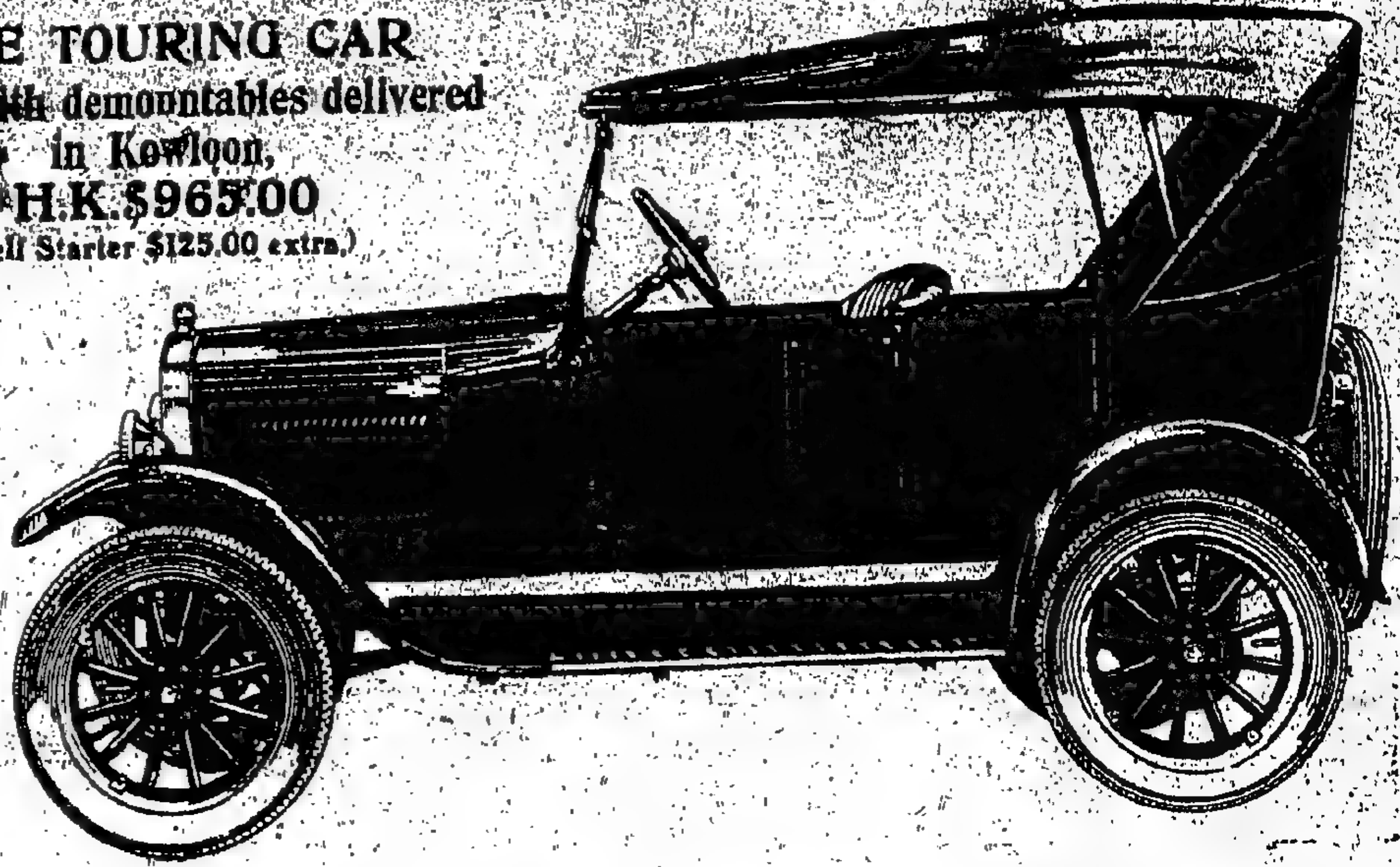
All-Steel body with large compartment under rear deck. Weatherproof side curtains open with both doors. Four cord tyres, nickeled head lamp rims and radiator shell, windshield wiper, rear view mirror and dash lamp. Price, with demountables, delivered in Kowloon,

H.K. \$905

(Self Starter \$125.00 extra)

Balloon Tyres on all models H.K. \$50 extra.

THE TOURING CAR
Price, with demountables delivered in Kowloon,
H.K. \$965.00
(Self Starter \$125.00 extra.)



Beauty, Utility, Comfort, Convenience, in the New Fords

For Beauty

Chassis has been lowered; bodies have also been lowered and lengthened. This streamline effect is further emphasized by the raising of radiator and headlamps.

New colour schemes add to the car's attraction: Carmen Lake, Tartan Green, or Moleskin Deep Grey are optional. New and finer upholstery gives an artistic harmony to the whole car. Head lamp rims and radiator are now brightly nickeled.

Fenders are larger, longer and more attractive, conforming to streamline treatment. The hood also is longer; louves on sizes are redesigned and increased in number.

Rear deck on both the Coupe and Runabout has a full sweep of line which greatly improves the appearance of these cars.

For Utility

Bodies of all steel construction mean longer wear and lower upkeep.

The Touring Car and Runabout have removable storm-curtains opening with all doors.

Compartment space under the rear deck of the Coupe and Runabout has been greatly increased.

There is added capacity in the gasoline tank of the Tudor Sedan, Coupe and open cars.

For Convenience

In the Tudor Sedan, Coupe and open cars, gasoline tank is under the cowl and may be filled from the outside. The new position ensures an even flow of fuel under all conditions.

Brake and clutch pedals are wider and more conveniently spaced. Steering wheel is larger and lower.

Coil box and sediment bulb are placed under hood, where they may be more conveniently reached. Improved fan bracket simplifies adjustment of fan belt.

For Comfort

Seats are set further back, lowered and redesigned to permit easy relaxation.

Lowering of the car's center of gravity tends to give greater sense of security and to increase roadability.

Improvement in both the transmission and rear wheel brakes, with wider drums and hands, makes braking smoother and more positive.

One-piece ventilating windshields in the Tudor Sedan and Coupe give greater visibility.

Running boards are wider and nearer the ground; doors are designed for easier entrance and exit.

THE IMPROVED FORDS ARE NOW ON DISPLAY AT THE SHOW ROOMS OF

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Ford Motor Company
Detroit, U.S.A.

DO WE LOVE?

By the Rev. Geo. Arrowsmith, M.A.

There are some real Christian people who feel that they cannot truly say that they love God. They look within and they are horrified at their coldness and want of affection towards their Heavenly Father. As they think of Him they feel no thrill run through their being as they do when they contemplate some dear earthly friend; their eye does not glow nor their pulse quicken when they hear His name mentioned. They think of the words of Jesus, "He that loveth father or mother more than Me, is not worthy of Me," and their heart sinks within them as they realise how immeasurably above them is this standard of affection. They say, "How can I love deeply someone I have never seen? God is an invisible Spirit, how can I be expected to love such an abstract personality?" People who reason in this way have an altogether wrong conception of love.

"To love" is a verb which we use very loosely, but we may give it two general meanings. First, it is the heart's delight in that which pleases the senses—the glutton loves the savoury dish, the artist loves the beauties of nature, and so on. Moreover, it will affect our relationship to each other. A man will love a pretty face, it will create in him a passion of devotion. But how passing and unreal it often is: let the face become old and wrinkled, and then where is his love? Love of the external and visible is the lowest type of love.

Let us now think of the highest form of affection that man can have: it is love of the inward, of the unseen and spiritual. In the Painted Hall of the Naval College, Greenwich, there is a picture at which no Britisher can look without feeling deeply moved. It depicts the death scene of Nelson. There he lies in the murky gloom of the cockpit of the "Victory" surrounded by some of his devoted officers and crew, who are bending on him looks of love and sorrow. What was it that inspired such love for Nelson in the hearts of all who came into contact with him?

His outward appearance was mean, even contemptible—stunted in growth, one-eyed, one-armed, and by no means handsome—there was nothing in his outward personality to attract. No, men loved Nelson for what he was, his sympathy, his tenderness, his unselfishness won the love of all who knew him, and made men willing, nay, eager, to lay down their lives for his sake.

Are we wrong when we say that this is the highest and most divine form of love that sinful man can have? It is love which exists quite apart from the outward for it is called forth by the beautiful nature that exists within.

Now God, though a Spirit and, as such, possessing no material being, yet has a nature. His character is faithfully portrayed in the 13th chapter of St. Paul's first Epistle to the Corinthians: he there tells us the attributes of true love; but "God is love," and so we have in those verses a list of the essential characteristics of the Divine Nature. Run your eye down them, see what they are. "Charity" is longsuffering, tender-hearted, unenvious, meek, modest, unselfish, and so on. Now look within your own heart, banish from your mind for the moment all doubt and questioning as to your love towards God, and say to yourself, "Do I love these different aspects of the Divine Nature? God is true, am I devoted to truth? God is pure, am I devoted to purity? God is love, have I real love for my fellowmen?" If so, if your attachment to these attributes of God is genuine, then you must love God's Holy Nature (for it is but the sum total of His attributes), and that means, despite all your doubts and inward fears, that you must love God Himself.

Listen to the words of Jesus Christ, they provide an infallible test for gauging the sincerity of our love, "He that hath My commandments AND KEEPETH THEM, he it is that loveth Me." Could anything be plainer than that?

HOURS OF LABOUR.

CONCLUSION OF LONDON CONFERENCE.

Rugby, March 19.

The Conference of Ministers of Labour on hours of industry, which opened last Monday in London, concluded its sittings at 2.30 this morning.

Sir Arthur Steel Maitland, the British Minister of Labour, in closing the Conference said the "British Government had decided to convene this Conference because it desired to see how far it was possible to secure agreement amongst the principal industrial States as to the principles upon which there could be based an international agreement for the regulation of the hours of labour. This was without prejudice to other nations. It is no doubt desirable to obtain an agreement among others than those invited but the possibility of an agreement among the four nations here present with us, is indispensable if a wider measure of agreement is to be obtained. In particular, the British Government felt it was necessary to examine the difficulties surrounding the Washington Convention and to ascertain to what extent it would be practicable to ensure uniformity of interpretation, combined with assurances as to effective operation and enforcement. I am sure we all agree that the Conference has been able greatly to advance the consideration of the whole question of hours of labour from the international standpoint, and I acknowledge with cordiality and gratitude the co-operation of my colleagues to that end."

The record of the agreements reached by Conference was afterwards signed. The representatives of the Governments participating in the Conference undertook to report these agreements to their respective Governments, so that those Governments who have not ratified the Washington Convention may be in a position to proceed

EXCHANGE RATES.

Rugby, March 19.

To-day's exchange rates are as follows:

Paris	138 1/2
Brussels	121
Amsterdam	12 1/2
Berlin	20.42
Copenhagen	18.64
Vienna	34.50
Helsingfors	193
Lisbon	2 1/2
Buenos Aires	44.5/10
Shanghai	3/10 1/2
Yokohama	1/10 1/2
New York	4.86 1/2
Geneva	25.25
Milan	121
Stockholm	18.14
Oslo	22.65
Prague	164 1/2
Madrid	34.45
Rio	7 1/2
Bombay	1/8
Hongkong	2/3 1/2
Silver (spot)	30 1/2
Silver (forward)	30.5/10

—British Wireless.

The s.s. Laconia left this morning on resumption of her world cruise.

London.—Hair waving as practised by the women in the year 2250 B.C. was not altogether dissimilar to the modes of to-day, is the deduction made by Leonard Woolley, who has been excavating at Ur of the Chaldees, in Mesopotamia. While searching for the palace of Dungi, son of the builder of the great zikkurat, or temple, who reigned 4176 years ago, Woolley and his fellow workers came across what is considered the most beautiful example of Sumerian sculpture ever unearthed—the head of the Moon goddess. The hair is an elaborately waved coiffure.

with their consideration of the question of ratification of the Washington Convention. The conclusions of the Conference will also be reported formally to the International Labour Office by the British Government, which took the initiative in summoning the Conference.—British Wireless.

GINGER INDUSTRY.

AN OPENING FOR HONGKONG.

In view of the fact that the Hon. Mr. P. H. Holyoak has given notice of a question to the Government asking what steps are being taken to assist the cultivation and growth of ginger root and to foster the ginger industry in the New Territories, more than usual interest attaches to some comment on this subject in the annual report of the Hongkong General Chamber of Commerce, an advance proof of which has been forwarded to us. The Chamber statement is in the following terms:

"The members of the Shun Shau Tong, the Preserved Ginger Association, addressed a circular to the Chamber and all export firms on August 20 stating that the new season preserved ginger of the current year—both wet and dry, and both packed in casks and in cases—contracted for with foreign firms, could not be delivered during the months of August and September, as, unfortunately, owing to the Strike in Hongkong, many workers had stopped work and left the Colony. "Moreover," the writers added, "the Canton Authorities have prohibited the exportation of goods to Hongkong and have also stopped all steamer traffic between Canton and Hongkong. As you are aware, though preserved in Hongkong, all ginger is imported from Canton. Though conditions in this Colony are gradually becoming normal, the importation of raw ginger from Canton is still impossible. Under these circumstances we are unable to deliver the goods at the above mentioned times and hope you will inform buyers and consumers abroad to this effect. As soon as conditions improve, every effort will be made to make deliveries under contracts as early as possible."

"In this connection the Export Sub-Committee discussed the practicability of promoting the growing of ginger in the New Territories, and as a result a letter was addressed to the Government, on September 28, stating that the Chamber had recently had under consideration, information from the Chinese preserved ginger dealers, stating that no raw ginger was available for this market owing to the non-arrival of supplies, due to the strike, boycott and generally disturbed conditions in South China, and it was a matter of common knowledge that large stocks were lying rotting in the interior for the same reasons. The Trade Returns for 1924, showed that the value of the exports of ginger from Hongkong in that year amounted to £314,023, of which £139,570, went to the United Kingdom; £23,107, to Australia; £10,130, to New Zealand; £30,002, to the United States of America; £43,559, to Holland, and £10,378, to Germany.

"It was understood that increasing quantities of ginger were

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grown in the New Territories, where the soil had proved suitable. The Chamber, therefore, ventured to suggest to the Government that enquiries should be made as to the possibility of developing this valuable industry in the New Territories, where cultivators would be working under very favourable conditions as compared with the interior of China, as they would have a considerable freedom from the continual interference with their operations which so unhappily persisted in China. At the same time, the ginger preserving industry in Hongkong and Kowloon would gain the advantage of more regular supplies, and the export trade in the commodity would not suffer the damage which must ensue when the demand of overseas markets was entirely disappointed at a period when supplies were expected. It is hoped that, at a convenient opportunity, the Government will thoroughly investigate this question."

RUSSIAN PLOT.

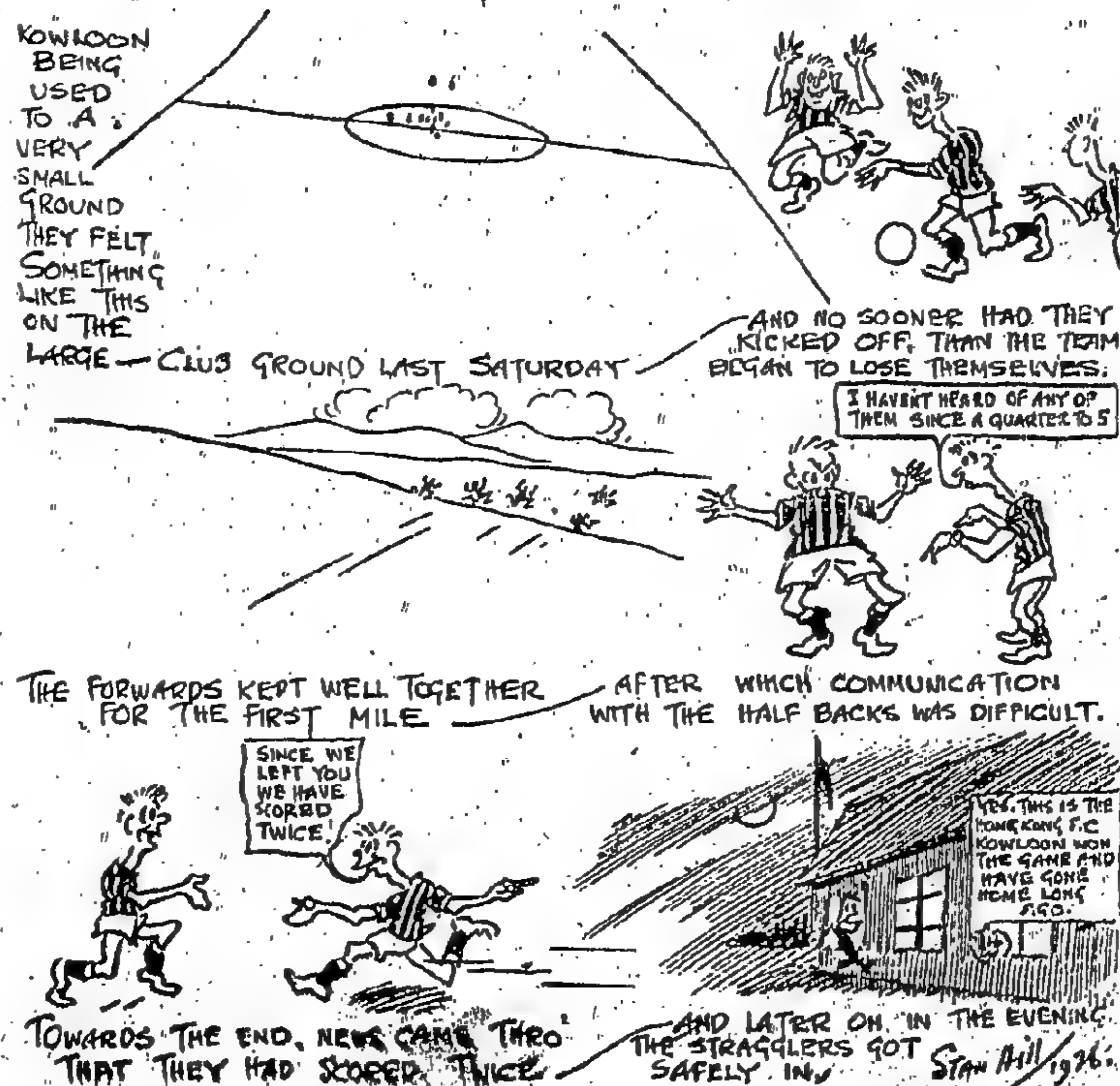
SENSATIONAL SHANGHAI ARRESTS.

A Bolshevik naval flag, small red flags, a considerable quantity of inflammatory literature, six automatic pistols, six pistol magazines and 300 rounds of ammunition were a small part of the immense haul of booty seized by Det-Sgt. Repas and a squad of the Shanghai Municipal Police when they raided the house at 15 Dent Road last Saturday evening and arrested two men, both of whom are thought to be Soviet agents whose duties are to stir up dissension in China, especially Shanghai and Hongkong.

These two men and the articles referred to, as well as four other Russians, were brought before the Mixed Court on Tuesday and charged with various serious offences. Formal evidence of arrest was given by Det-Sgt. Repas and the Bench, Messrs. Whitmore and Zau, adjourned the case for special hearing.

OUR FOOTBALL CARTOON.

(By Stan Hill)



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FRIDAY 26th. "THE GHOST TRAIN"

SATURDAY 27th. "THE UNFAIR SEX"

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One of the aspirations of people associated with the Court is to have quarters in St. James's Palace, where there are over 30 separate suites of rooms or houses. The allocation of these is in the hands of the King, and his Majesty has lately granted a little house to the Prince of Wales's private secretary and his wife, Sir Godfrey and Lady Thomas. I know a good many of these enviable quarters, says a Home writer and in my opinion those of Lord Stamfordham are the most desirable. These are in Colour Court, and to one of the reception rooms is a big bay window which has a pathetic

interest. It was actually here that Charles I. bade adieu to his sorrowing children on the eve of his execution in White-hall on that wintry January morning in 1649.

A bronze bust of Mr. Thos. Hardy by Maggie Richardson has been presented by the sculptor to the Dorset County Museum, Dorchester.

In 1925 there were only 88 convictions for drunkenness in Plymouth, or 41 per 1,000 of population—the lowest in the list of big towns.

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HEALING BY FEVER.**BELIEF IN MALARIA
BENEFITS.**

The belief that fever has healing
properties is at least as old
as medical science. It is men-
tioned by Hippocrates, and
Galenus suggested that paralysis
could be cured by malaria.

Some elaborate observations on
this method appeared in the
London *Lancet* in March and
May last year. Very remarkable
results have now been obtained
by Dr. Nonne at the Hamburg-
Eppendorf Nerve Hospital.

Dr. Nonne inoculated 322
paralytics, many of whom were
in a helpless state of dementia,
with blood drawn from malaria
patients. He was able to effect
complete cures in 30 per cent. of
his cases—complete in the sense
that they could be regarded as
mentally and physically normal
once again and able to follow
their everyday vocations.

Among them were an engine
driver, a farmer, a South African
business man, an industrial mag-
nate, a newspaper proprietor, and
an organ builder. It had seemed
as though they were doomed to
ever-darkening insanity from
which death could be the only
release, but they are now able to
live and work as though their
mental faculties had never been
impaired.

One of Dr. Nonne's patients
was the wife of a physician. She
was in such a state of dementia as
to be useless for any kind of task
and unable to associate with her
fellow-beings. She was com-
pletely cured, and now helps her
husband in his profession, besides
doing some business of her own.

Malaria therapy has greater
chances of success the earlier it
is applied. As paralysis of the
insane can be diagnosed much
earlier than formerly, an exten-
sive education of this fearful
disease would seem to be possible.

Only when the disease is far ad-
vanced and has become chronic
is the malaria treatment useless.

The patient, having been in-
oculated, develops malaria in the
ordinary way, and has to be
treated with quinine like any
other malaria patient. It was
Dr. Nonne's experience that
tropical malaria always had a
disastrous effect on his patients.
He says it is safest to inoculate
with blood drawn from cases of
non-tropical tertian or quartan
malaria.—*Manchester Guardian*.

**U. S. WANTS
CONFERENCE.****WASHINGTON RATHER
THAN GENEVA PROPOSED.**

It is learned reliably that
President Coolidge has revised
his original intention of calling
another Disarmament Conference
in Washington, on account of the
postponement of the Geneva
Disarmament Commission.

It is stated that President
Coolidge and Mr. Kellogg are
seriously weighing the
desirability of convoking a
separate Washington Conference,
because of the following
considerations:—

1. Further naval limitation
should be dealt with by the naval
powers concerned, instead of the
League of Nations Conference,
in which the smaller non-naval
States participate.

2. American participation in
the Geneva Land Arms Con-
ference might possibly draw the
United States into distinctly
European disputes, in which
would be aligned Great Britain
and Germany, in opposition to
France and the Little Entente.

3. Increased agitation for
earlier naval appropriations in the
United States, which would
jeopardise President Coolidge's
economy programme, will be in-
creasingly difficult to withstand
unless further limitation agree-
ments are actually consummated
next year.

4. The desirability of President
Coolidge fulfilling, previous to
the 1926 Congressional elections,
his pre-election pledge to assume
the leadership of world disarmament.

It is stated that President
Coolidge's advisers are urging the
consideration of the foregoing as
equally potent, whether or not
the League's Preparatory Com-
mission meets in May or is
indefinitely postponed.

Under the tentative plan
President Coolidge would in the
summer or autumn invite the
major Powers to attend a naval
and also perhaps an aerial arms
conference, to assemble in Wash-
ington in the winter or the spring
of 1927.

A MIRACLE CURE.**GIRL CRIPPLE NOW
WALKS.**

After 12 years in irons up to
her waist, unable to do more than
"saw about on crutches," Miss
Bertha Johnston, of Summerhill-
street, Newcastle-on-Tyne, is
now showing everyone in the
Royal National Orthopaedic
Hospital, Great Portland-street,
how nicely she can walk.

"It is wonderful to be able to
walk," said Miss Johnston to a
Daily Chronicle representative.
"Before I came to the hospital I
felt utterly hopeless. I could
hardly move, even on crutches."

"I waited six months for a
vacancy here, but it was not
until I was actually a patient,
and saw all the wonderful things
that were being done, that I
realised there might be a chance
for me."

"I am 21, and I was afraid that
I was too old to be cured, but
now I can walk about with a
stick without any pain, and
within three weeks I hope to
return home and show my family
what I can do."

WAITING SUFFERERS.

Miss Johnston has had 13
operations, five of which have
taken place since she was
admitted to the London hospital
last March. Infantile paralysis
developed when she was a child
of seven.

The cure of this paralysed girl
is regarded by the hospital
authorities as one of the most
remarkable that has ever taken
place.

Eight hundred patients suffer-
ing from similar disabilities are
waiting for admission to the
hospital.

"The tragedy is that by the
time we are able to admit them it
may be too late to save them,"
the lady Almoner said to *The
Daily Chronicle* representative.
"We want money for more beds,
so that these sufferers may be
saved while there is yet time."

RAILWAY RUINATION.**ANGER OF COMPLETE
STOPPAGE.**

The affairs of the Kiao-Tsi
Railway are in a sorry state,
writes a correspondent to the
N. C. Daily News. For many
months most of the goods cars
have been used solely for military
transportation, only a small
fraction of the cars needed for
commercial purposes being avail-
able. Those few hundred cars,
moreover, have been seemingly
held for the highest bidder, extra
"fees" anywhere up to \$150
being charged per car.

The great advance in shipping
charges has had its inevitable
effect on living costs and all
kinds of food are greatly higher
than they were previous to the
Fengtien occupation.

Now, there comes a report that
all the remaining goods cars will
shortly be sent to Tsinan. If
that is true then all shipments
along the line will cease and the
railway traffic, now greatly
enfeebled, will be completely
paralyzed. Merchants, shippers
and the general public have been
uttering loud complaints against
such abuses, but the military
have taken little notice.

For some time there have been
recurring rumours that the
Japanese public here and
elsewhere along the Kiao-Tsi
line were initiating a movement
having as its object the restora-
tion of the railway to Japan,
whose operation of it would be in
no way comparable to that of the
present regime. Naturally, the
road officials are not to blame.
They are so many figure heads.
The staff includes many practical
and experienced railway men,
but for whom the line would
have completely disintegrated
long ago.

A London family proud of its
longlife record is that of Mrs. M.
Pearce, of Harley-road, Harles-
den. This year six brothers and
sisters will be over 70 years of
age. "One brother, Mr. Law of
Regent's Park, celebrated his
golden wedding two years ago,
while another member of the
family has just achieved this. "I
have five brothers and three
sisters," writes Mrs. Pearce to
The Daily Chronicle. "The total
ages of the family living aggre-
gate 630 years." The oldest
member of the family is now 82
and the youngest 62. They were
all born in London, and they have
lived in London all their lives.

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WOMEN'S INTERESTS

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CHOCOLATE ALMONDS

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THE NEW SPORTS SUITS.

The new sports suit can be very chic with its pleated skirt and straight trim corsage. White and fancy woollen materials, dyed Kashas, jerseys, and crepes de chine are all used in turn for these smart little dresses. It is indeed wonderful what variety is achieved with so simple an idea. Even the skirts constantly differ. Knife pleating, carefully pressed, distinguishes one suit, boxpleats another. Fine knitings gathered at the top and left to hang as they choose characterise a third. This one again, shows inverted pleats in front, that at the sides, and none at the back. The same with the corsage. On some models in white corduroy it opens over a pleated shirt front. On others it is buttoned straight up to the neck, where it meets the turned back collar; on many more, whether in white or in colour, it is decorated with patch pockets, ornamental buttons, and some charmingly feminine scarf at the neck. All fit closely round the hips, where they may be drawn in by a band of embroidery, by a tiny strap at each side, or by a piece of the material cut on the cross and finely tucked. Sleeves are long and fit the arm closely. Necks are high. Or they may be cut round or in a shallow V, but only to be finished with a scarf or a detached collar daintily finished at the side with a bow. There is indeed something to suit every taste and almost every figure among these practical garments. And a clever woman will vary her wardrobe by choosing two or three types—in varying materials—to accompany one pleated skirt.



Mary Horan.

Where are the stars of yesterday?

Echo answers not, but here are the stars of the future.

These four young women, with two years to go before they leave their teens are to be stars by 1928, according to Ned Wayburn, producer of reviews and groomer and trainer of musical comedy stars.

They answer the requirements of the American taste. They are typical American girls, with that particular appeal which makes the American public wax in their hands.

They are wisful. They have delicacy. They cannot only dance, sing, and be alluring behind the footlights, they can swim, ride, converse intelligently on current topics of interests,

and wide scarf, one seen being in fawn, with touches of bright green and orange, but it is unlikely that it will be seen on the golf course. It is possible, that the new attire may replace the more stereotyped sorts of jumper suits with some women.

WOMEN GOLFERS' NEW FASHION.

Women are to wear plus fours, identical, to all intents and purposes, to those worn by men golfers. There was nothing masculine-looking however, about the mannequin who displayed the newest sort of golfing attire for women, at a recent exhibition. She was wholly attractive despite, and perhaps because of, the big baggy breeches.

The plus four suit for women is completed with a pull-on jumper

WEAR THEIR LOOMS WORTH FORTUNE.



Ossi Oswaldi, Berlin stage star, is shown wearing valuable items that have been in her family for generations.



Miss Nobody from Nowhere, and, inset, Virginia Bacon.

and they know how to conduct thing and present a perfect stardom by the time they are 20 themselves in society, how to wear clothes, and how to keep themselves in good condition.

Out of 1500 applicants, Wayburn selected these girls as those most nearly filling the bill.

And though they are unknown to fame at the present time, they are pets of fortune. They will have reached the point of

BEAUTY SLEEP.

Sound, restful sleep is one of the most important factors in cultivating beauty and preserving a youthful appearance. No matter what time you may retire—it really doesn't matter in the least whether it is before twelve or after two in the morning—make a point of having at least seven, if possible eight, consecutive hours' sleep.

Remember that to be really restful sleep must always be taken in a well darkened room and under no circumstances should one ever wake in a bright light.

Try, if possible, to sleep on the back. The woman who sleeps on one side will always find that her face will be more wrinkled on the side upon which she sleeps than on the other.

If the hours you spend in sleep are to be real beautifiers, you must learn to relax, both mentally and physically. If you take your little worries and troubles to bed with you, you will rise with more lines and wrinkles than you had the night before. Make the mind a blank as nearly as possible before sleep; stretch out the limbs and relax every muscle. If you find sleep difficult to woo, take a cup of camomile tea just before retiring. It is wonderful for soothing the nerves and inducing sleep, besides being a very real complexion beautifier.

NEW & CHARMING BEDSTEAD.

Novelty and charm combine in a most attractive manner in the newest type of bedstead. The simple, but well constructed framework is made of oak. The head and foot are then covered with a tight-fitting cover of chintz in soft colourings. The covers are well stretched and outlined with bright metal studs and in the centre of each is an oval medallion depicting a country scene.

The chintz is glazed, so keeps its freshness indefinitely, and the bed is very much in the picture in a room where cottage or old-fashioned effects are sought after.

THIS WEEK'S RECIPE.

SARDINE TOAST.

Required: 4 sardines, 2 teaspoonfuls of tomato chutney, or sauce, salt, cayenne, 2 eggs, 1 oz. of margarine, toast.

Remove the skin and bones from the sardines and break them up small; mix them with the tomato sauce. Beat up the eggs and put them into a pan with the margarine and the rest of the ingredients. Stir with a wooden spoon over a low heat until the mixture thickens. Put on to small squares of buttered toast and serve at once.



This frock is of silver cloth studded with rhinestones and tiny mirrors. The bodice is moulded slightly, and the skirt has a youthful flare. The panel trains are faced with jade green, repeating the touch of colour in the crown.

LOOSE COVER LORE.

When introducing colour into rooms with cushions and slip covers great care must be exercised that the new element harmonises with the old. A few helpful suggestions for colour combinations are given here.

With tan or buff walls and brown rugs, loose covers and cushions may introduce sapphire blue, dull old rose, tan, and a touch of black.

With grey walls and taupe rugs, covers and cushions may be of vivid rose, dull pink, old blue, and black with touches of turquoise blue.

With green wallpaper and rugs with brown or green predominating, tan, brown, old rose, black, and pink lend the desired touch of warmth and colour.

With blue walls and blue rugs yellow and black should predominate.

Choose materials that are bright and gay, but do not pin faith to a light background. People have no need to feel conscious when resting on covers with a dark background. Moreover, these reach the end of the summer in a respectable condition.

If there is much furniture in the room do not have loose covers all of the same material, or made in the same style. If the room is to be restful a few chairs covered in plain material and the others in chintz are very necessary.

SPRING COLOURS.

As the styles for early spring are brought out, some delightful models are shown in new cottons and silk muslins. There are pretty stripes, checks and open basket weaves and fancy patterns of the weight of mousseline de sole. Some of the prominent shops are reviving interest in the fresh, dainty Irish dimities. A quaint, inviting "nightie" of white Irish dimitie in a small check is trimmed with Irish lace run with lavender taffeta ribbon. Some sweet little step-ins are made of square mesh open-check muslin of silk and cotton in pale shades of pink, blue, and green.

LARGE HATS AGAIN.

Reaction, against small hats has at last set in—among the milliners at any rate. Whether their customers will take kindly to the innovation remains to be seen. So far this winter every woman has been wearing a variety of little, close-fitting felts, all looking exactly alike, and all looking exactly like every other woman's. Milliners are seeking to do away with the uniformity of the season and reintroduce individuality.

The first completely new large hats have made their appearance. Some of them are of felt in warm colours, deep rose, rich cobalt shades of violet, apple green. The wide brims are ever so slightly turned down over the face and at the back are turned up to fit inside coat collars. The favourite trimming is a narrow swathing of multicoloured ribbons in which gold or silver makes a fleeting appearance. One or two have a crushed bunch of flowers in the fashionable "dead" tones, "bois de rose," soft burgundy—without at least one burgundy kasha dress no woman's wardrobe is complete these days—and mole.

Another kind of large hat is stiff black satin hand-painted with garlands of roses and clematis all over the high crown. The brim is bound in thin gold kid, which can be worn only with a little make-up. One hat designer has even started work on a new line of puffed black nixon hats such as have not been worn for years. These will make their appearance in the big modistes' shops within the next month.

Some of the newest negligees are of shaded or two-toned chiffon over slips of gold or silver cloth.

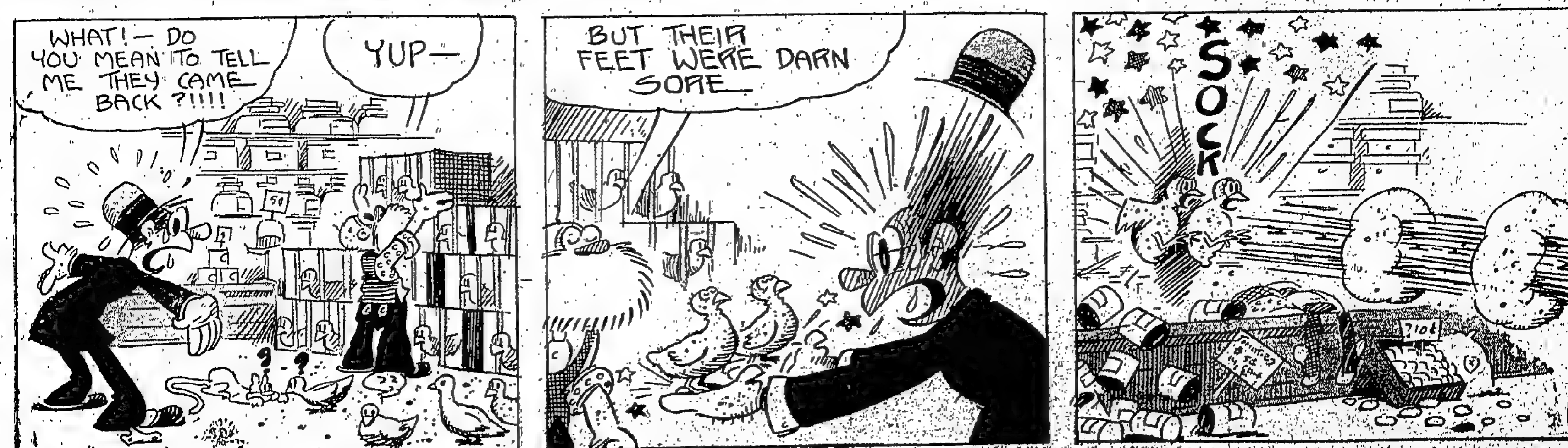
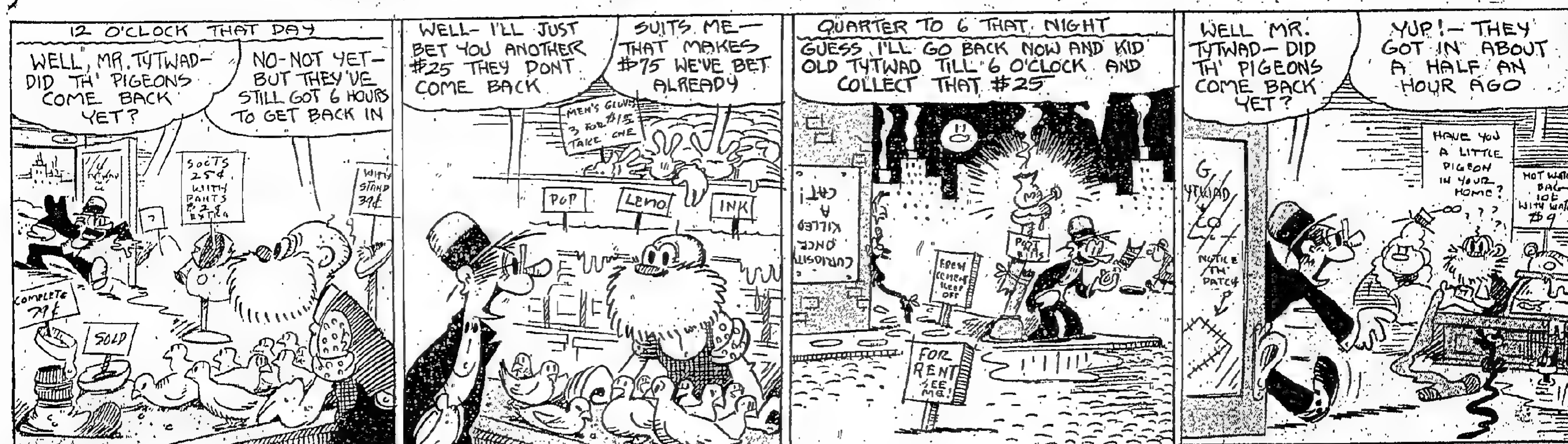
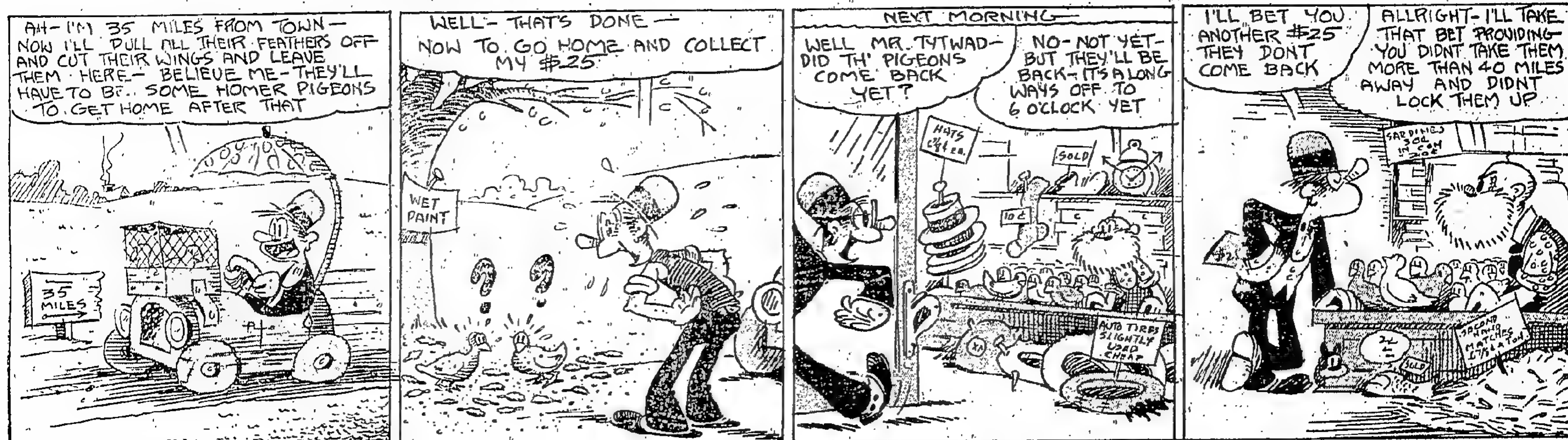
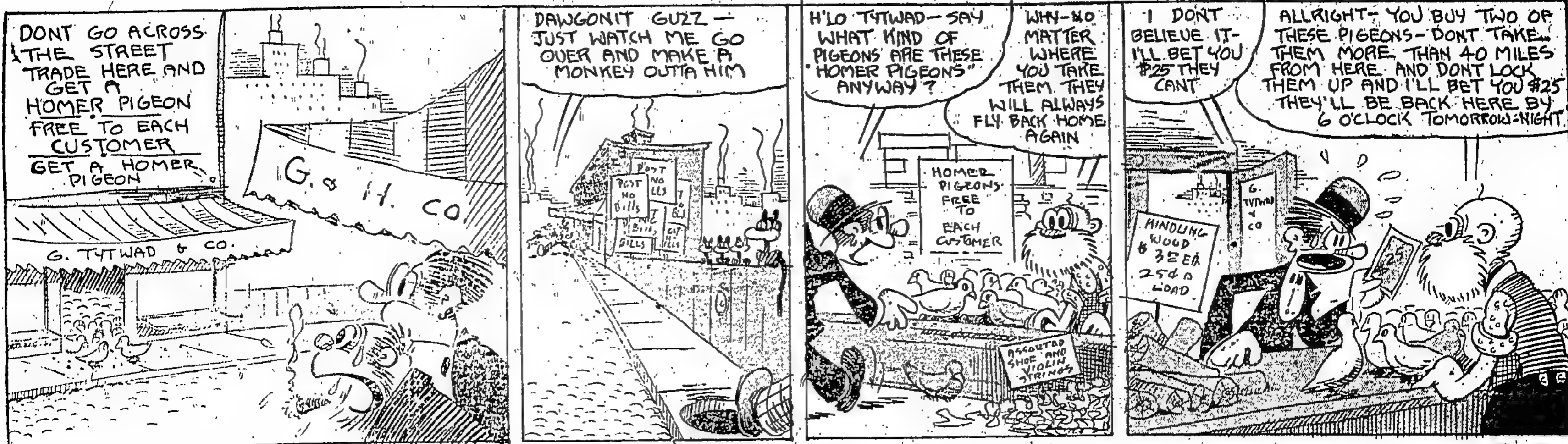
Those who like Czechoslovakian things will adopt the brass peasant jewellery that is being imported from that country. It is most effective for street and sport wear.

Futuristic designs are more popular than ever before in crape scarfs and square shawls. The best of these have the designs painted by hand.

WHY GOLFERS LOST SO MANY BALLS



Los Angeles golfer, after trying out new golf ball, declares that it is the best he has ever used.



INTER-VARSITY
ATHLETICS.

CAMBRIDGE BEATS OXFORD.

London, March 19.
At the Queen's Club, in the Annual Inter-Varsity athletics, Cambridge beat Oxford by eight events to three.—Rout.

LOCAL FOOTBALL.

ASSOCIATION COUNCIL
MEETING LAST NIGHT.

[BY "WANDERER"]

There have been numerous cases within the writer's knowledge of ineligible players turning out in recent League games, though this has been confined to the junior division of the League.

At a meeting of the Council of the Hongkong Football Association held last evening action was taken in respect of the St. Joseph's College team and the Club de Recreio. St. Joseph's were fined \$10 for playing an ineligible man, and the Recreio were fined \$5 for a similar infringement of the rules of the Association.

Mauricio, the player concerned in the second case, was a registered player for St. Joseph's when he turned out for the Club de Recreio, and he was fined \$2 by the Association.

The semi-finals of the Hongkong F.A. Senior Shield Competition were fixed for March 27th. Kowloon and the Police will play at Soekunpoo at 4.30, and the Surrey and the Club de Recreio will meet on the Club ground at the same time.

The final of the Sunday Herald International Charity Cup will be played at the Club ground on Good Friday afternoon.

LOCAL HOCKEY.

CLUB "A" v. UNIVERSITY "B."

This game was played at King's Park, Kowloon, last evening, the result being a runaway victory for the Club by seven goals to nil.

The University had rather a weakened team owing to other calls on the men, but they played well throughout, despite the heavy score against them, and were unlucky not to score. The Club forwards showed much better combination than of late and were well led by Lawrence, at centre-forward. Plummer also played well at inside-left and Ramsay was very safe at back.

Lawrence opened the scoring with a hard drive in the first five minutes, Fitzgerald adding a second after a good shot by Plummer had hit the post. The third was registered by Plummer, and at half-time the Club led by three to nil. In the second half, the Club added four more, the scorers being Lawrence (2), Plummer and Sanderson.

INTERPORT FOOTBALL.

A VISIT FROM SHANGHAI
PORTUGUESE.

Matches Fixed for Easter Holidays.

Hongkong Portuguese will shortly receive a visit from their countrymen in Shanghai in return for the local Portuguese footballers' recent tour in the Northern port. It is hoped to arrange three matches, one of which will be the Interport between Hongkong and Shanghai.

The Shanghai Portuguese will arrive on the P. & O. s.s. Morea on April 2nd, and on the following day, Saturday, will appear against a representative Hongkong team, the match being timed to start at 4 p.m. On Monday, the 5th, a team representing Portugal will probably play the Rest of the Colony, whilst on the following Wednesday, Portugal will meet South China.

The Hongkong Football Club have kindly given permission for all the matches to be played on their ground at Happy Valley.

THE FANLING HOUNDS.

WEEK-END MEETS.

The Fanling Hounds will meet at the Fanling cross roads at 8 o'clock this afternoon and at Mr. Potts' bungalow at 10.45 on Sunday morning.

INDO-CHINESE
AFFAIRS.A SOCIALIST GOVERNOR'S
"RULE."

The recent appointment of a Socialist, in the person of M. Alexandre Varenne, to the important post of Governor-General of Indo-China, France's premier Colony, was viewed with some dubiety by adherents to strict party principles in the French capital. It was viewed with still less reassurance by officials in Indo-China itself. How would the political views of a Socialist Governor find anything in common with a Colonial programme calling for the closest guarding of official interests? To what extent would these fit in with measures necessitated by conditions developing more or less directly from the critical situation in China? These were naturally the first questions exercising the minds of the officials of the country, and these questions grew in importance when it became apparent that the appointment received the approval of, and was hailed with joy by the native press of the country, which saw in it the possible inauguration of a more liberal policy.

True, from the French colonialist's point of view, there was some indication of the attitude of the New Governor General in the fact that he accepted the appointment in face of the strongest opposition from his own party, but his exclusion from the councils of his confreres could hardly be regarded as a tenable ground for believing in a secession from party doctrines as well. We have M. Varenne's real reason for his acceptance in the first few public declarations which he made after his appointment. While admitting that he had not had administrative experience previously expected in the head of a large and important Colony, M. Varenne was far from thinking this to be a handicap. Rather he believed in the contrary, as shown by his declaration that in the circumstances he was enabled to bring a fresh and unbiased mind to the consideration of Indo-Chinese affairs—a disinterested mind which he had "always put to the service of justice." Untrammelled by traditions, he was going to observe and manage affairs for himself on the spot, recognizing that "the Government of the Republic had had in the past confided the government of this country to a political man without administrative experience, because the period and circumstances have placed political affairs above administrative questions even of the greatest importance."

How true this had application to the general situation in Indo-China was very soon evidenced in a problem which M. Varenne was called upon to consider immediately after his arrival. The Political Bureau had effected the capture of Phan Boi-chau, who was alleged to be the guiding spirit in various armed attempts to overthrow French rule. Occurring from time to time ever since the conversion of the protectorate for all material purposes into a French colony, these extreme acts had resulted in a tightening up of the restrictions already in force and the deprivation of what little privileges still remained to the natives. Sincere supporters of a scheme of Franco-Annamite co-operation, in the country, could not but regard with regret this considerable setback to a closer rapprochement between the two peoples, and deplored the measures which, wisely or unwisely, the authorities had taken in the suppression of revolutionary acts. The position of Indo-China until quite recently resembled those which obtained after the departure of M. Sarrault. Certain reforms drawn up by this liberal-minded Governor General had been left in abeyance, and one of the first posers which greeted M. Varenne immediately on his landing in the country was a native petition, presented through a spokesman, for reform in the matters of education, reduction of compulsory service, liberty of the Romanized native press, freedom of association and congregation, naturalization and status of citizenship, free access to the Courts of Justice for barristers in all cases, and elected bodies and constitutions.

All these matters required careful consideration before M. Varenne could express his views, and very frankly, it is reported, the new Governor General counselled the native spokesman against any "intemperate" haste, pointing

out at the same time the dangers which might conceivably result from immediate action, as for example, the suppression of the existing press censorship.

The situation with which M. Varenne was confronted on taking over the reins of Government, called for the exercise of tact and consideration, and he had occasion to administer reproof to a politician who sought to introduce inter-party politics of a character resembling those in Paris. Attempts to encroach on his prerogatives in administrative and political matters were brushed aside in an emphatic declaration that in that country, he would not admit that there was any other will, any other responsibility, than his own.

This prerogative the new Governor General exercised in the very first instance by issuing a pardon to Phan Boi-chau, condemned to death in contumacious for alleged complicity in revolutionary acts, but whose sentence was later commuted to life servitude by a Court which sat at Hanoi. Remarkable interest had been displayed in the case ever since it was known that, after a great deal of strategy, the Political Bureau had been enabled to seize him in Shanghai. Phan Boi-chau was a remarkable personality. Born in 1867, of a distinguished family in Tonkin, at an early stage in his career he espoused the cause of complete independence for the Annamites, but had to leave the country in a hurry when his activities became troublesome to the authorities. A man versed in literature and endowed with many scholarly attainments, he quickly recognised the necessity for the "modernization of Indo-China" in a book which he wrote on the subject. In the *Revue Economique d'Extrême Orient*, a French publication, it was indicated in a recent article on the case that for over three decades this man had worked ceaselessly to bring about an abrupt end to French rule in the country, in association with other conspirators in Japan and China, but in view of the great length of time which had elapsed since the ex-terminist acts with which he was imputed had occurred, it was impossible to associate him with those acts.

The arrest was regarded by the same paper as a political blunder, in that it incited a deal of unwelcome publicity, producing unrest in native minds, and lifting a veil which was best to have left undisturbed. While lauding the Governor-General for the motives which had prompted him to extend this "gesture of friendship" to the Annamite people, the paper said that "all the same, it were better to have left Phan Boi-chau alone where he was in Shanghai."

The subsequent clemency shown by the Governor-General has been regarded by the Annamites as an earnest of his Excellency's desire to put relations between the government and the governed in on a more harmonious footing than hitherto, and, as such, it has received the gratitude of the whole mass of the population.

NURSES WHO NEVER
GROW OLD.15 APPLICANTS WHO
CONFERRED TO 35.

Do hospital nurses tell their correct age?

This was the delicate question discussed for nearly two hours by the Formanagh (Ulster) County Hospital Committee, in considering applications for the position of matron.

The age limit had been fixed at 35, and there were 17 applicants. With two exceptions all the candidates stated they were 35.

One candidate gave her age as 44, and a member remarked, "Perhaps she is the youngest of the lot."

"We have no proof as to the ages," said Archdeacon Tierney. "Women who put down their age as 35 are usually over it," added Mr. Bartley.

Senator Porter thought it was a pity that they could not appoint the candidate who gave her age as 44, as she seemed the most suitable.

Senator Porter: "This is like the boundary question." Mr. Bell: "It is worse."

Archdeacon Tierney urged that a new advertisement be issued inviting candidates and that there be no age limit, and this suggestion was agreed to.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.
Hongkong, \$1,057 1/2 sa.
Chartered, \$21 1/2 n.
Mercantile A. and B., \$30 b.
Mercantile C., \$13 1/2 h.
P. and O., \$9 1/2 n.
East Asia, \$79 b.

Marine Ins.
Canton Ins., \$620 b.
China Underwriters, \$175 sa.
North China, Tls. 145 n.
Unions, \$285 sa.
Yangtze, \$44 1/2 b.

Fire Ins.
China Fires, \$165 b.
Hongkong Fire, \$370 b.

Shipping.
Douglases, \$28 h.
Steamboats, \$24 b.
Tugs, \$2 1/2 b.
Indo-Chinas, \$38 n.
Shell Trans., \$8 1/2 b.
Star Lines, \$65 sa.
Waterboats, \$15 b.
Oriental Nav., \$250 n.

Refineries.
China Sugars, \$273 sa.
Malabons, \$39 n.

Mining.
Benguets, \$180 b.
Kailans, \$42 1/2 b.
Langkats, Tls. 23 b.
Shai Explorations, Tls. 5.00 n.
Shanghai Loans, Tls. 7 n.
Raubs, \$5.00 b.
Tronchs, \$1 1/2 b.
Ural Caspians, \$1/2 n.

Docks, etc.
Kowloon Wharves, \$131 sa.
Whampoa Docks, \$62 1/2 n.
Hongkows, Tls. 160 b.x.d.
New Engineering, Tls. 5 b.
Shanghai Docks, Tls. 99 b.

Lands, Hotels, etc.
H. and S. Hotels, \$9.50 b.
H.K. Lands, \$63 1/2 n.
Realty, \$5 1/2 b.
Territorials, \$5 1/2 b.
Humphreys, \$14 1/2 b.
Princes Bldgs, \$100 sa.
Rural Lands, \$7 s.

Cottons.
Ewos, Tls. 9.40 b.
Orientals, Tls. 3 n.
Shai Cottons, Tls. 54 b.

Miscellaneous.
Amusements, \$11 1/2 b.
Canton Ice, \$7 1/2 n.
Cements, \$15 1/2 b.
China Buses, Tls. 10 1/2 b.
China Lights, \$21 1/2 b.
China Prov., \$8.10 n.
Constructions, \$21 s.
Dairy Farms, \$20 sa.
Der A. Wing, \$10 n.
Electrics, \$59 n.
Macao Electric, \$40 n.
Developments, 25 cents, n.
Ropes, \$30 s.
Telephones, \$3.40 n.
Tramways, \$24 1/2 b.
Lano Crawfords, \$11 b.
Mackintosh, \$21 1/2 b.
Peak Trams, \$163 b.
Sinceres, \$11 s.
Taxis, \$4 s.
United Asbestos, \$20 n.
Watsons (Old), \$11 1/2 b.
Watsons (New), \$11.10 b.
Powells, \$10 n.

SHOULD GIRLS
SMOKE?MORE INJURIOUS TO
THEM THAN TO BOYS.

While Sir Bruce Bruce-Porter was discoursing in London on smoking by boys, the authorities of Boston were wading through hundreds of parents' replies to a questionnaire dealing with smoking by girls.

One parent did not see why any difference should be made between girls and boys. It was no worse, she wrote, for girls to smoke than for boys, and the real question was whether either boys or girls should be permitted to smoke.

Consulting a well-known London doctor, the *Daily Sketch* was assured that smoking is more harmful for girls than for boys.

"A girl is more highly nervous than a boy, and she is greatly affected by smoking."

"You will never stop them smoking by telling them it is wrong. They should be told of its harmfulness."

At the present moment there are almost 3,000 overseas students in the University of London, says a home paper.

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HEAD OFFICE: HONGKONG.
Authorized Capital \$50,000,000
Issued and Fully Paid-up \$20,000,000
Reserve Fund \$4,500,000
Sterling \$27,000,000
Silver \$20,000,000
Reserve Liability of Proprietors \$20,000,000

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For the Hongkong and Shanghai Banking Corporation.
A. H. BARLOW,
Chief Manager.
Hongkong, 7th January 1925.

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Paid-up Capital \$12,278,600.00

Reserve Fund \$ 9,568,425.24

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EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 24	Jun. 27	Jun. 30	Jul. 3	Jul. 12
EMPRESS OF CANADA	Jul. 9	Jul. 12	Jul. 15	Jul. 17	Jul. 26
EMPRESS OF RUSSIA	Jul. 22	Jul. 25	Jul. 28	Jul. 31	Aug. 10
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 23
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 7
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4

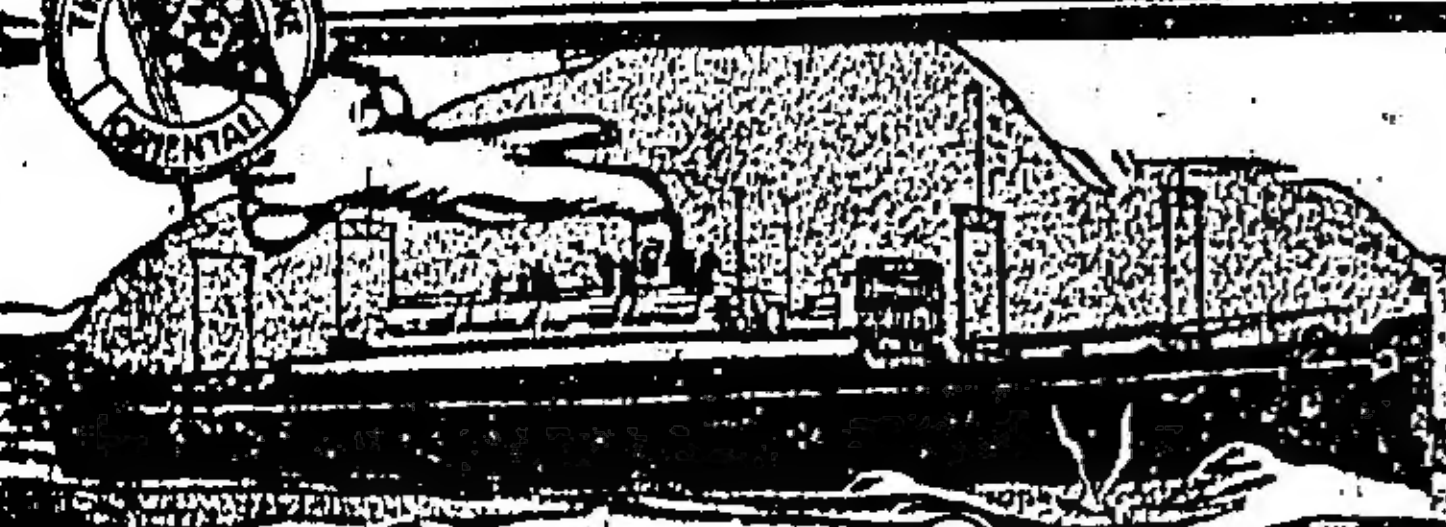
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Typhoon	Batavia	In Port	22nd Mar.	Shanghai
Typhoon	Shanghai	23rd Mar.	25th Mar.	Batavia
Typhoon	S'hai	27th Mar.	28th Mar.	Japan
Typhoon	Japan	30th Mar.	31st Mar.	Batavia
Typhoon	Daly	30th Mar.	1st April	M'kar & S'hai
Typhoon	Batavia	4th April	8th April	Shanghai
Typhoon	Shanghai	5th April	8th April	Batavia
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*Via Batavia

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For Freight and Passage apply to the

Java-China-Japan Lijn.



LONDON SERVICE

"HELENUS" 23rd Mar. Marseilles, London, R'dam & H'burg
"SARPEDON" 7th April Marseilles, London, R'dam & Glasgow
"HEXENOR" 20th April Marseilles, London, R'dam & H'burg
"PATROCLOS" 5th May Marseilles, London, R'dam & Glasgow

LIVERPOOL SERVICE

via ORAN
"IXION" 1st April Genoa, M'los, Havre, L'pool & G'gow
"TEUCER" 20th April Genoa, M'los, Havre, L'pool & G'gow
"MENELAUS" 20th May Genoa, M'los, Havre, L'pool & G'gow
"LYCAON" 20th May Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via Kobe & Yokohama
"TALITHYBIUS" 5th April Victoria, Vancouver & Seattle
"PHILOCTETES" 21st April Victoria, Vancouver & Seattle

NEW YORK SERVICE

"JASON" 20th March New York, Boston & Baltimore
"CALCHAS" 9th April Boston, New York & Baltimore

PASSENGER SERVICE

"SARPEDON" 7th April Singapore, Marseilles & London
"PATROCLOS" 5th May Singapore, Marseilles & London
"HEXENOR" 2nd June Singapore, Marseilles & London
"HEXENOR" 14th July Singapore, Marseilles & London
"SARPEDON" 8th Sept. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to:

Butterfield & Swire.

Agents.

THEOSOPHICAL SOCIETY.

THIRD ANNIVERSARY OF LOCAL LODGE.

"Religion And Its Future."

At this week's public meeting of the Hongkong Lodge Theosophical Society, the third Anniversary of the Lodge was celebrated, and an address was given by Mr. H. E. Laneport on "Religion and Its Future." Outlining the work performed by the Lodge during the year under review, the Hon. Secretary said that the success was largely due to the devoted efforts of the President and the various workers of the Lodge. Thanks were also due to a number of fellow visitors who gave their valuable assistance while in Hongkong, namely, Dr. Mary Roche, Sydney, Australian Representative of the Order of the Star in the East, Mr. Max Wardall, San Francisco, Bishop Irving S. Cooper, Chicago, Miss Flora Menzel, Milwaukee, Sr. I. de Kesende, Macao, Mr. M. Browne, Shanghai, Mrs. W. Douglas, Montana, Professor H. van Labberton, Tokyo, Mr. N. Cassell Decatur, and others. Altogether 107 meetings were held; 43 of which were lectures to the public. The membership increased steadily throughout the year, exceeding last year's increase, when the membership had doubled. The library had been increased; amongst other donors the Lodge President presented a valuable collection of books on Theosophy, Comparative Religion, Philosophy and Occult Science. A large amount of books were ordered by the Lodge, for the library and also for members and friends. Several special collections of Theosophical books in English were presented by the Lodge to local institutions and associations. The China Publication Fund in Shanghai published a further number of Theosophical books in Chinese and several thousand of these were distributed in Hongkong and outports. The Lodge President, Mr. M. Manuk, had been appointed Representative for all the eight Theosophical Lodges in China, at the Theosophical World Conference at Adyar, attended by over three thousand delegates representing almost all the nations and countries of the world. While at Adyar the Lodge President was appointed Presidential Agent for China, by Dr. Annie Besant, World President T. S. Hongkong thus becoming the centre for all Theosophical activities in China.

Chinese Section.

To meet the increasing demand, a Chinese Section was formally opened, and public lectures are now given also in the Chinese language, every Tuesday at 7.30 p.m. Other new introductions were a Speaker's Training Class in English, held every week; and weekly meetings of the Order of the Star in the East, whose aim is to spread the knowledge and to

give out information about the underlying facts of the Second Coming of the World Teacher which is now imminent. The ceremony concluded with a quiet meditation, when all united in sending thoughts of love and gratitude to the late Bro. G. F. L. Harrison, and all the original Founders of the Lodge, as well as to the absent President and all those who so faithfully had assisted in the work. Heartly thanks were also expressed to Mr. and Mrs. J. H. Ruttonjee for the free use of Lodge Rooms. After the ceremony an address was given on "Religion and its Future." The Lecturer said in brief:

There are problems, which lie before the religious world to-day imperatively demanding solution. The Established Churches to-day are faced with the choice as to whether they will grant a wider expression to the voice of the Spirit, the Divine Knowledge in man, or whether they will press upon the people fetters of deadletter dogma too heavy for the modern mind to bear.

The Mischief of Dogma.

Dogma has its use in teaching crude human minds, who otherwise would be unable to grasp the religious verities at all. The mischief of dogma, pressed upon more advanced intellects in whom spiritual and intellectual discrimination has begun to exert itself, is that religious growth is hindered, and the dogma that begins to fetter the Light that lighteth every man that cometh into the world has to be shattered because it has become an obstacle to further advance on the road to truth. The Dogmatist tries to force dogma on others when he himself has doubt as to whether it is a full statement of the truth or not. His persecution arises from doubt, not from faith. If we are to grow, if we are to reach the stature of the spiritual man, then we must transcend the dogma, and rise into the spiritual atmosphere, bring into play man's spiritual nature. Thus only shall we know the truth and the truth shall make us free, to follow the Christ in us. By the Christ becoming awakened in man as we see it to-day happen in all the religions of the world, men will rise from the intellectual ground to the spiritual consciousness where all men are at one. In the Divine Kingdom there are no aliens and no outcasts, in that great household of the One God all are in their Father's house, and when that begins to dawn on men—and it is dawning on men to-day in all races in all the religions of the world, in every nation—then the conditions become possible for a World-Faith, and make the brotherhood of religions an actuality in the outer world as they were ever one for the spiritual understanding of the mystic. It is the spread of mysticism in all religions that will make them know themselves as one, as serving the One and Only God, and thus is the World becoming ready to know the World-Teacher Who will be seen amongst us.

TRAVEL IN COMFORT

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—ALEXANDRIA—NAPLES—GENOA—MARSEILLES
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Pres. Van Buren Apr. 13—8.00 a.m.
Pres. Hayes Apr. 27—8.00 a.m.

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Fortnightly Sailings

Pres. Lincoln Mar. 27—5.00 p.m.
Pres. Cleveland Apr. 10—5.00 p.m.
Pres. Pierce Apr. 24—5.00 p.m.

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not berths), each having an electric reading lamp. Staterooms with private bath predominate, and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea-water.

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TO MANILA

Pres. Cleveland Apr. 2—8.00 p.m.
Pres. Pierce Apr. 16—8.00 p.m.
Pres. Taft Apr. 30—8.00 p.m.

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Arrivals From Europe.

S.S. OOSTERKERK 9th Mar.
S.S. OUDERKERK 6th Apr.
S.S. ALDEBARAN 4th May
Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.
S.S. ZOSMA 24th Mar.
S.S. OOSTERKERK 17th Apr.
S.S. OUDERKERK 15th May.

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LIJN.

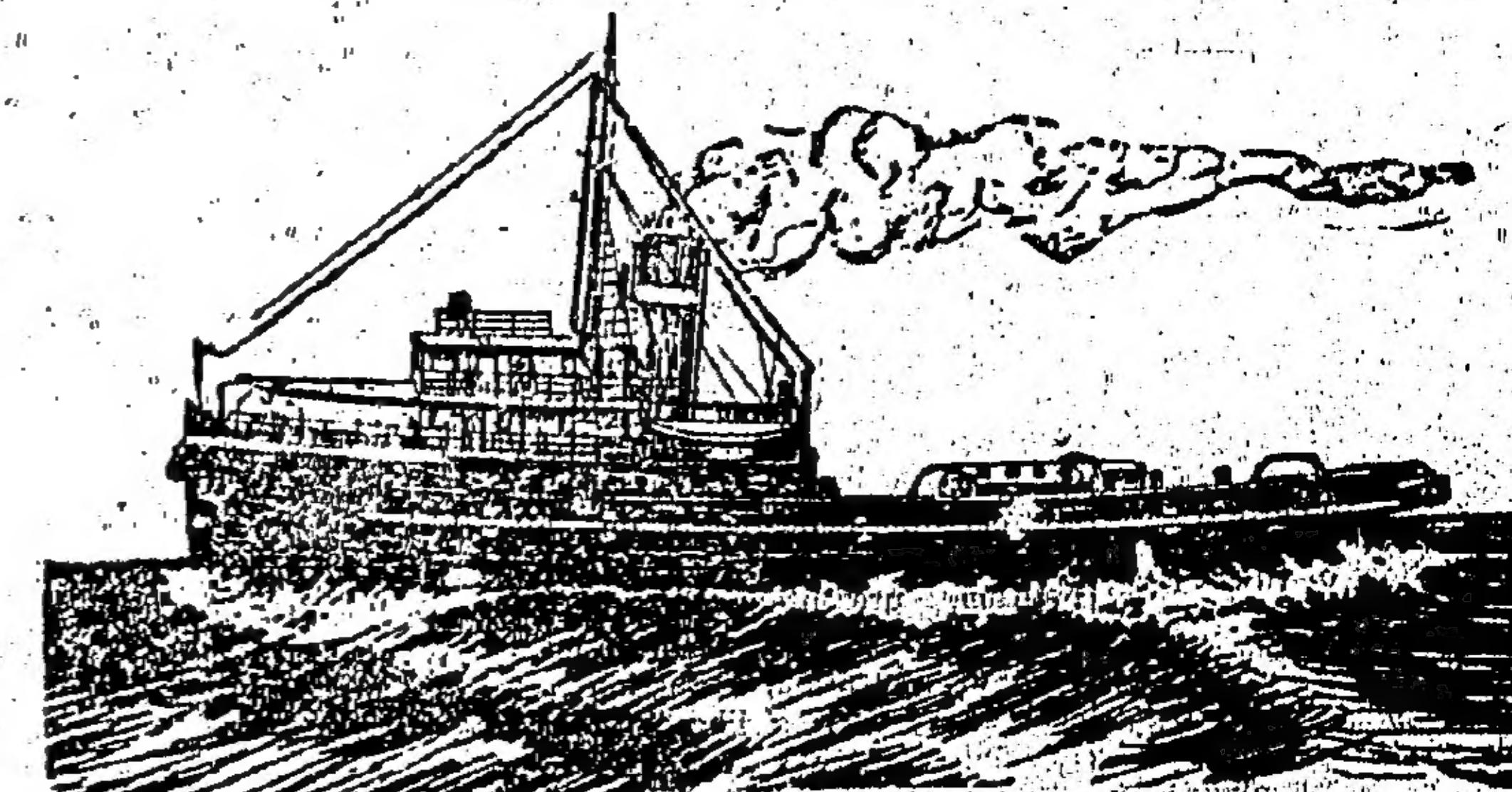
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R.M. DYER & CO., M.L.N.A., Kowloon Dock, HONGKONG.

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SERVICES CONTRACTUELS
DES MESSAGERIES
MARITIMES.

S.S. "PAUL LEOAT."

Consignees of Cargo from Marseilles

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 a.m. To-day, requesting it, to be landed here.

Bills of lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 2nd instant 1923 at Noon, will be subject to rent and lading charges.

All claims must be sent in to me on or before the Thursday, the 15th inst. or they will not be recognised.

All damaged packages will be examined on Monday, the 22nd instant 1923 at 10 a.m. by Messrs. Goddard & Douglas.

No fire insurance has been effected.

C. R. MIOLLIS,
Acting Agent.

Hongkong 16th. March, 1923.



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 (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KHIVA	9,135	20 Mar. noon	M's, L'don, A'werp & Hull
MOREA	10,918	3rd April	Marseilles & London
JEPPORE	5,318	6th April	S'pore, P'ang & B'bay
LAHORE	5,252	11th April	S'pore & B'bay
DELTA	8,097	15th April	S'pore, P'ang, O'bo & B'bay
DEVANHA	8,155	17th April	M's, L'don & Antwerp
KALYAN	9,144	21st April	M's, L'don & Antwerp
MACEDONIA	11,089	1st May	Marseilles & London
KASHGAR	9,705	15th May	Marseilles & London
MALWA	10,941	29th May	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraeus, Smyrna and other Levant Ports by Steamers of the Red Sea Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TARADA	6,949	4th April	S'pore, Penang & Calcutta
TILAWA	10,001	20th April	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	7th April	Manila, Sandakan, Thura
ST. ALBANS	4,500	5th May	Island, Townsville, B'bane
TANDA	6,958	2nd June	S'ney and Melbourne

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Tientsin, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as inducement offers.

Frequent connections from Australia with the following:—
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The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

DEVANHA	8,155	20 Mar. noon	Shanghai, Moji, & Kobe
JAPAN	8,052	22nd March	Yoko, Kobe & Osaka
TILAWA	10,001	28th March	Shanghai, Moji, Kobe & Yoko
MACEDONIA	11,089	2nd April	Shanghai, Moji, & Kobe
ST. ALBANS	4,500	10th April	Moji, Kobe & Yoko

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

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JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENSHANE	25th Mar.	GLENSHANE	7th April
GLENSHIRE	1st April	GLENSHANE	4th May
CARMARTHENSIDE	15th April	GLENSHANE	1st June
		CARMARTHENSIDE	1st June
		GLENSHANE	1st June

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

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Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENCE & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	17th March	25th March
CHANGTE	27th March	23rd April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June

For Freight & Passage, apply to—BUTTERFIELD & SWIRE,

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AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong.

S.S. "JASON"	via Suez Canal	19th Mar.
S.S. "CITY OF FRANGCOON"	via Suez Canal	27th Mar.
S.S. "CAI CHAS"	via Suez Canal	9th April
S.S. "LANGTON HALL"	via Suez Canal	23rd April

Call at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

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SAILINGS SUBJECT TO ALTERATION

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
TENYO MARU	Saturday, 27th Mar.
KOREA MARU (Omit N'saki & Hono)	Tuesday, 6th Apr.
SHINYO MARU	Wednesday, 21st Apr.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama	
ANYO MARU	Wednesday, 14th Apr.
BOKUYO MARU	Saturday, 28th May.
SEATTLE & VANCOWER via Shanghai & Japan ports	
SHIZUOKA MARU	Wednesday, 31st Mar.
YOKOHAMA MARU	Thursday, 15th Apr.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports	
FUSHIMI MARU	Friday, 26th Mar. at 5 p.m.
HAKOZAKI MARU	Saturday, 10th Apr.
SYDNEY & MELBOURNE via Manila & Ports	
TANGO MARU	Wednesday, 24th Mar. at 11 a.m.
AKI MARU	Wednesday, 21st Apr.
NEW YORK and/or BOSTON via PANAMA	
MAYEBAHI MARU	Thursday, 25th Mar.
LISBON MARU	Monday, 5th Apr.
TSUYAMA MARU	Saturday, 24th Apr.
BUENOS AIRES via Singapore, Durban & Cape Town	
KANAGAWA MARU	Friday, 23rd Apr.
BOMBAY via Singapore & Calcutta	
BENGAL MARU (Calls Karachi)	Tuesday, 23rd Mar.
TOYOOKA MARU	Monday, 29th Mar.
CALCUTTA via Singapore, Penang & Rangoon	
NAGATO MARU	Monday, 22nd Mar.
MORIOKA MARU	Tuesday, 30th Mar.
NAGASAKI, KOBE & YOKOHAMA	
MUSHIMI MARU	Friday, 23rd Apr.
SHANGHAI, KOBE & YOKOHAMA	
MITO MARU	Friday, 19th Mar.
TRUSHIMA MARU	Saturday, 20th Mar.
KANAGAWA MARU	Tuesday, 23rd Mar.
KITANO MARU	Tuesday, 23rd Mar.
HARUNA MARU	Monday, 5th Apr.

For further information apply to—NIPPON YUSEN KAISHA.
 Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

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£66.

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OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "FIUME-L" ... Sails about 7th Apr.

M.V. "VIMINALE" ... Sails about 5th May.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails about 29th Mar.

S.S. "ROSANDRA" ... Sails about 12th Apr.

S.S. "FIUME-L" ... Sails about 3rd May.

M.V. "VIMINALE" ... Sails about 31st May.

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For Freight or Passage on any of the above Lines apply to—

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SERVICES CONTRACTS

Mail Steamers	Next Sailing from Marseilles	Next Sailing from Hongkong	Prob. Sailing from Hongkong
ANDRE LEBON			30th Mar.
PAUL LECAT			13th Apr.
AMBOISE	26th Feb.	30th Mar.	27th Apr.
ANGERS	12th Mar.	13th Apr.	11th May
AMAZONE	26th Mar.	27th Apr.	25th May
D'ARTAGNAN	9th Apr.	11th May	8th June
ANGKOR	23rd Apr.	25th May	22nd June

RATES OF PASSAGE MONEY TO MARSEILLES

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 A Class 1st Class £95.0.0 B. Class 1st Class £83.0.0
 Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Landing Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. "LT. ST. LOUBERT-BIE" from Dunkirk, L'don, Havre is due to

arrive about 22nd Mar.

For full particulars apply to

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SPECIAL SAILINGS s.s. "TAISHAN"

On Tuesday the 23rd and Wednesday the 24th instant s.s. Taishan will leave Hongkong from Company's Wing Lok Street Wharf at 9 a.m. and will return from Macao at 3 p.m.

SUNDAY EXCURSIONS—On SUNDAY 21st Instant s.s. "TAISHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and return from Macao at 4 P.M.

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S.S. "CITY OF RANGOON" via Suez Canal 27th March.

S.S. "LANGTON HALL" via Suez Canal 23rd Apr. 1.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE.

(Andrew Weir & Co., London)

Sailing from Hongkong.

M.V. "FORRESBANK" via Suez Canal Second Half Apr.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF WELLINGTON" 13th March.

For Havre, London, Rotterdam & Hamburg.

S.S. "CITY OF VALENCIA" 23rd April.

For Marseilles, Havre, London, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" Middle April.

Loading for Mauritius, Delagoa Bay, Durban, East London,

Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo,

Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,

Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis

Bay, & Madagascar.

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Sailings from Singapore on 6th of every month by "City

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BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY ... 23rd Mar.

LEGAZPI ... 14th May

C. LOPEZ Y LOPEZ ... 5th July

YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY ... 8th Mar.

LEGAZPI ... 29th April

C. LOPEZ Y LOPEZ ... 20th June

The steamers of this Company are all classed 100 A1 at Lloyd's

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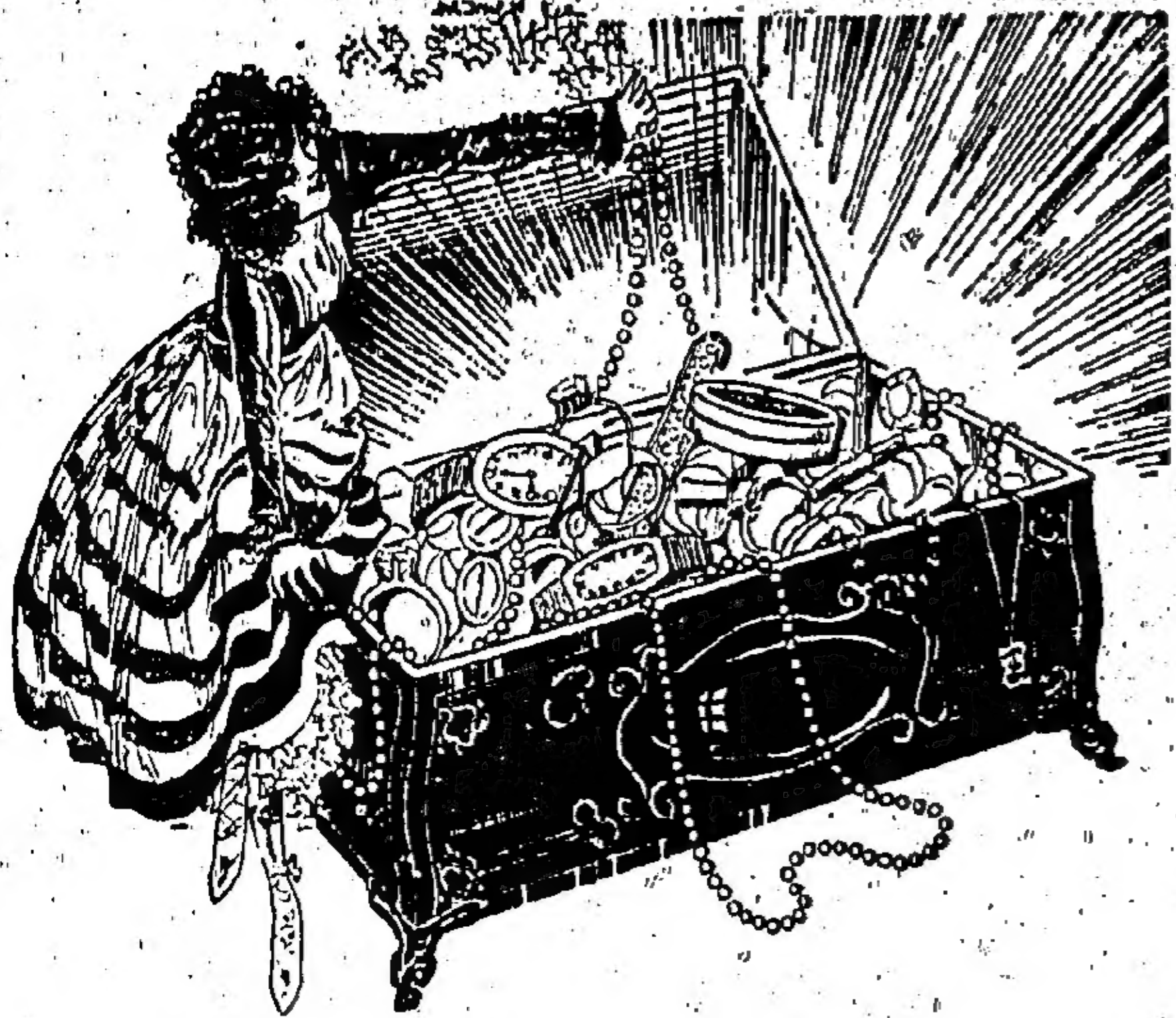
**HARBOUR COLLISION.**

SEVEN HANDS RESCUED FROM OVERTURNED SAMPAN.

Run Down by Ferry Launch.

Reports were made at the Harbour Office yesterday afternoon, by the master of the ferry launch Man On and the mistress of a harbour passenger boat with reference to a collision which occurred in the Southern Fairway shortly after mid-day.

The master of the ferry launch states that he was proceeding from Hongkong to Shamsuipo and when in the Southern Fairway, at about 60 yards he sighted a sampan bearing down on him with a fair wind. He altered course and sounded his whistle, but the sampan altered too. A second alteration was also countered. A collision resulted and the sampan



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"My executors are to have \$1
for a 'wet' was a direction
will of Mr. W. G. Walters.
A street, Stratford, E. who
his property (£80) to Miss E.
my only pal."

Whilst motor-cycling near
Flores, Northamptonshire, Police-
Sergeant W. C. Farman crashed
into a telegraph pole and was
found dead sitting on his
machine.

Printed and Published for the Proprietor by **FREDERICK
PERCY FRANKLIN,** at 11, Ice House Street, in the City of
Victoria, Hongkong.

JAPAN'S TRADE.

MONTHLY REPORT BY CABLE.

The Japanese Consulate-General
in Hongkong sends us the follow-
ing commercial news from Japan
received by cable yesterday:—

GENERAL CONDITIONS.

The fall in the New York Mar-
ket and the gradual increase of
Imports has had some depressing
effect, but the tone of the market is
expected to take a more favour-
able turn.

FOREIGN TRADE.

Foreign Trade of Japan during
last month:—

Value of Exports	160,000,000 yen
Value of Imports	243,000,000 yen
Excess of Imports	83,000,000 yen
Trade of Japan with China during last month:—	
Value of Exports	48,000,000 yen
Value of Imports	23,000,000 yen
Excess of Exports	25,000,000 yen

EXCHANGE.

The Speculative buying of yen
abroad has abated. The market
is dull.

Rates of Exchange quoted by
the Yokohama Specie Bank, Tokyo,
on the 10th of this month: on
New York (telegraphic transfer),
\$45; on London (telegraphic
transfer), 1s. 10.3-16d.

Money Market remains inactive.
Bank of Japan Notes in circula-
tion on the 10th of this month:
1,117,000,000 yen, being 60,000,000
yen under the maximum amount.

Amount of Advances by the Bank
of Japan on the 10th of this
month: 243,000,000 yen.

Interest-rate of overnight Call
Loan in Tokyo money market at
1 sen 4 rin per ¥100 per diem,
i.e. 5.11 per cent. p.a.

Investment Debenture issues
are expected to appear in the
market.

Proposed Capital of Industrial
Promotions and Expansions dur-
ing the last month according to
the returns of the Bank of Japan:
130,000,000 yen.

Amounts of Banks and Stocks
issued during last month accord-
ing to the returns of the Hypothec
Bank of Japan: 66,000,000 yen.
Stock Market still remains
inactive.

Quotation on the Tokyo Stock
Exchange of the new shares in
Kanagafuchi Spinning Company
future delivery on the 10th of this
month: 147 yen 80 sen.

MERCHANDISE.

Though the prices of both silk
and cotton yarn declined the mar-
ket is expected to steadily im-
prove.

Quantities of Raw Silk export-
ed during the last month from
Yokohama and Kobe: 25,400 bales.

Output of Cotton Yarns during
the last month: 214,000 bales (of
40 bundles), according to the re-
turns by the Japan Spinners' As-
sociation.

Quantities of Cotton Yarns ex-
ported during the last month:
11,000 bales (of 40 bundles), ac-
cording to the returns by the
Japan Cotton Yarn and Cloth Ex-
porters' Guild.

Quotation of the Cotton Yarn
Standard for future delivery on
Osaka Merchandise Exchange on
the 10 of this month: 269 yen.

Quantity of Cotton Goods ex-
ported during January 74; during
February 86 million yards, accord-
ing to the returns by the Japan
Cotton Yarn and Cloth Exporters'
Guild.

Amount of Bills cleared through-
out the country during the month
before last: 7,027,000,000 yen.

Merchandise in Stock through-
out the country at the end of the
month before last: 617,000,000 yen.

CHARTER MARKET.

Pacific, weak; Australia, anti-
cipating the revision of the Im-
port Tariff, shows activity; South
Sea and South China, steady.

Record business and profits
during 1925 are announced by
Messrs. Selfridge and Co., Ltd.
After the deduction of all salaries
and making ample provision for
depreciation, but excluding in-
come tax, the net profit is
£504,160. Of this sum £45,000 is
reserved for income tax, £25,000
for depreciation of fixtures,
£25,000 for writing down invest-
ments, £30,000 for writing down
leasehold, and £50,000 is added
to the reserve fund. It is pro-
posed to pay a dividend on Or-
dinary shares of 15 per cent, free
of income tax. After allowing
for certain other reservations, the
amount to be carried forward is
£137,995.

FRENCH TRADE.

ADVANCING PRICES AND WAGES.

Paris, Feb. 13.—Rising prices
continue to be the feature in all
branches of business in France.
The wholesale index for the end
of January shows an increase of
only one point over that for the
end of December, in harmony
with the comparative stability of
the exchanges during the first
month of the year. But the retail
price index in Paris, comprising
thirteen articles of prime neces-
sity, has climbed from 463 to 480
(basis 100 in July, 1914), reflect-
ing its classic tendency to follow
at its own slow pace the movement
of wholesale prices. In all daily
transactions there is a very
noticeable modification of prices
as old stocks become exhausted
and new ones have to be consti-
tuted.

As the financial debate drags
on in Parliament, and the
exchanges tend rather to weaken
than strengthen, there is a grow-
ing disposition to consider sterling
at 130 as a permanent working
basis. From this it follows that
manufacturers the more readily
consent to wage increases and at
the same time put up the prices
of their products. For instance,
the Normandy spinners, have
granted a 5 per cent. increase to
their employees, and the price of
yarn has gone up. Further, an
increase of 10 francs in the price
per ton of reparations coke is
entailing an increase in the prices
of phosphorus and hematite pig
iron. Advancing prices, coupled
with the recent fresh weakening
of the franc on the exchanges,
seem to be stimulating buyers at
home to renewed demands, but in
cases like that of the Roubaix-
Tourcoing cotton yarn spinners,
who have enough orders on their
books to keep them busy for six
months, fresh orders are hard to
place and are accepted only upon
guarantees against further ad-
vances of wages and sterling
rates.

Of course the export trade re-
mains good, but unless the franc
proceeds further on the down-
ward tack manufacturers will ere
long begin to feel the effects of
the increasing costs of foreign
raw materials and home wages,
not to mention higher taxes.
There is also the question of
working capital. Certain de-
cisions taken painfully by the
Chamber, in the course of the
confused debate on financial re-
form, tend to renew the fight of
bankers of all kinds across the
frontiers and to postpone the day
when it will again be possible to
find public response to bond-
offerings. In the meantime com-
panies must take the choice be-
tween issuing further stock or
adding to their short-term loans
from the banks.

The Tariff Question.

The tariff question continues to
hang fire. According to infor-
mation appearing in the press, it is
proposed to raise by 80 per cent.
the basic duties, not the co-
efficients. This merchandise sub-
ject to a duty of 100 francs per
quintal, to which the coefficient
3 has been applied, making 300
francs, would pay a basic duty of
120 francs multiplied by the same
coefficient—i.e., in all 360 francs.
The Government must demand
revival of the authorisation, now
lapsed, to alter the rates by decree
if this scheme is to go through
without delay. Naturally, it
would emphasise the existing
anomalies in the pre-war tariff,
the revision of which, according
to the Minister, continues to make
progress under the hands of the
experts.

The Franco-German negotia-
tions still drag on in Paris, but
all that has been achieved as yet
is a provisional arrangement to
last three months whereby French
agricultural products are to enjoy
most-favoured-nation treatment in
return for advantages accorded to
German chemicals, agricultural
machinery, household articles,
furniture, and timber of certain
categories. This is the mouse to
which the mountain has given
birth after 16 months of negotia-
tions.

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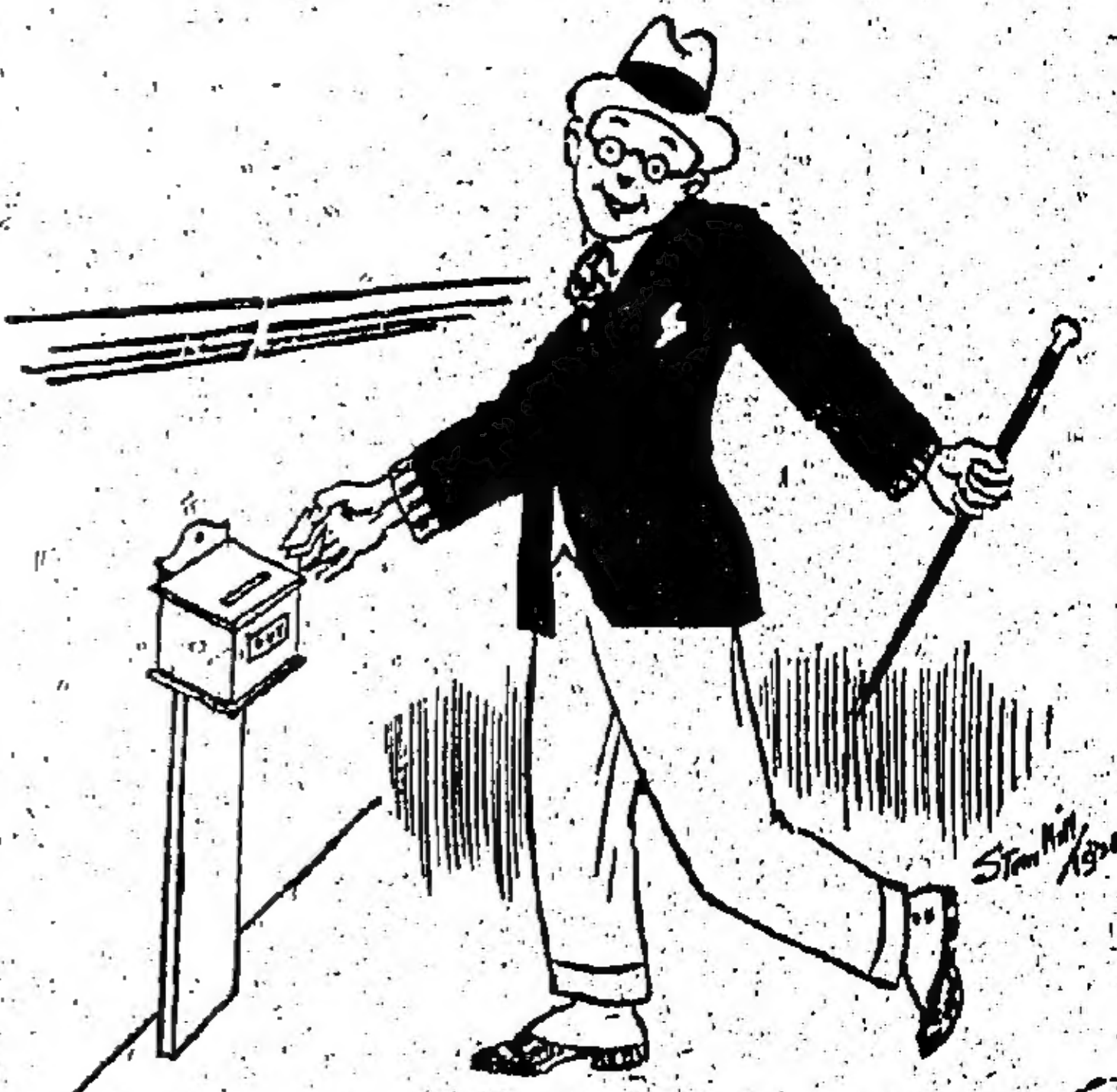
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HONGKONG THREE CARD TRICK.

Black satin frocks are being
exploited in Paris, with very
great success and it is expected
that black will something come
back in the very near future.

A flannel dress for walking has
inverted pleats to give width to
the skirt at the sides, and shirring
in front of the shoulders, to give
room in the upper part of the
frock.

The high neck line is passing
out rapidly. The bateau line is
better for spring.

Lisle hose for travelling are
being much worn with low-heeled
brown Oxfords.

Pastel shades for evening wear
are out, but sometimes one sees
them in flannels and jersey, for
sport wear.